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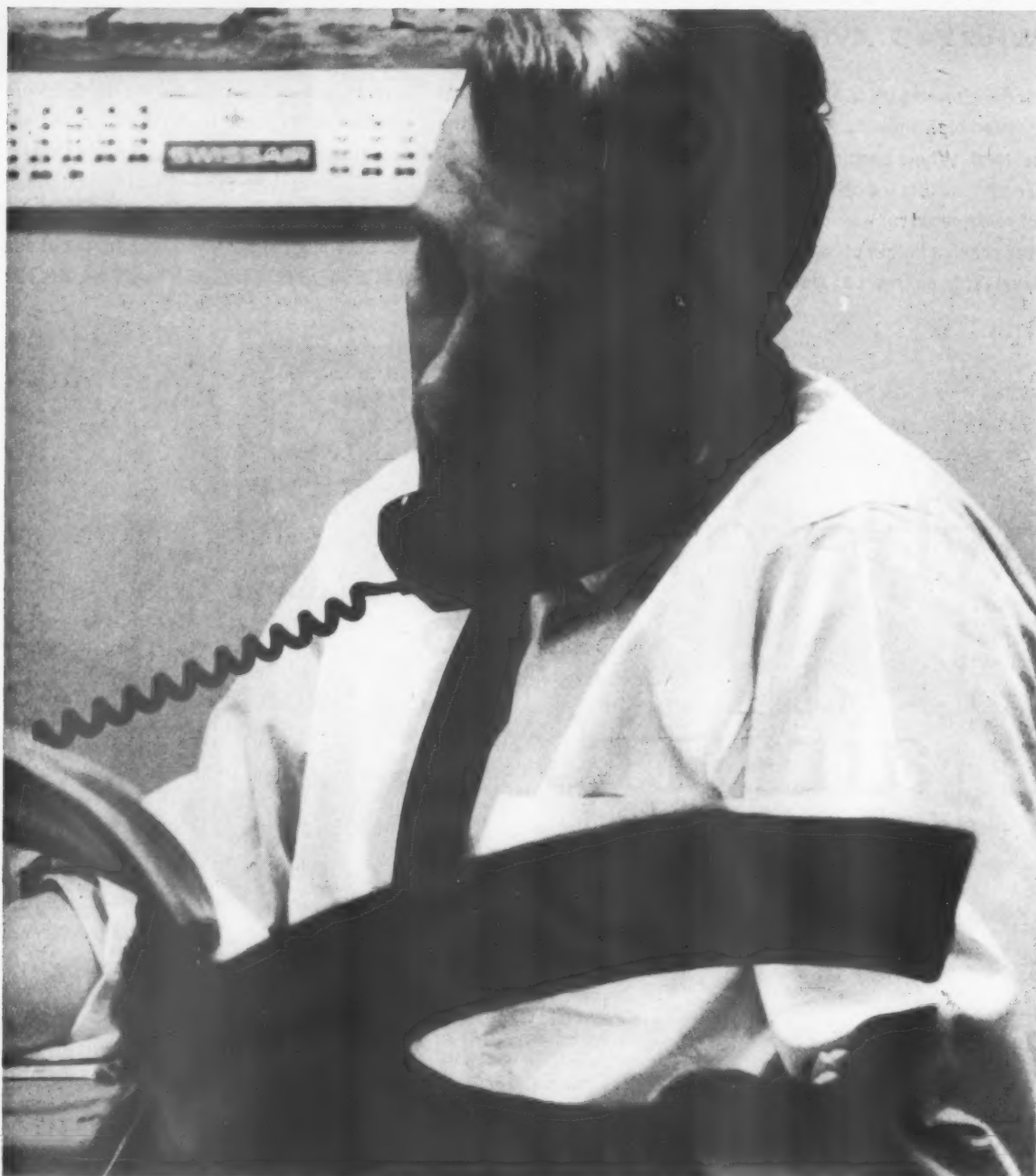
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APRIL 1960, VOL. 4, NO. 4

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Features

THE NEXT STEP IN PICK UP AND DELIVERY	7
<i>Editorial by Wallace I. Longstreth</i>	
CAB OFFICIAL VIEWS AIR CARGO	14
AIR EXPRESS PICKS UP SPEED	17
HAWAIIAN PROVIDES THAT VITAL INTER-ISLAND CARGO LINK	20

Departments

TRENDS	9
NEWS	11
CAB	22
CARRIER ROUNDUP	24
FROM THE ROSTRUM	26
PEOPLE	31
NEW PRODUCTS AND PROCESSES	32
TECHNICAL LITERATURE	33
ON THE DOCKET	34

AIR CARGO is published monthly as a magazine and as an official guide of
airline cargo schedules, a complete station directory for the United States and
Canada, and corrected table of carrier acceptance of live animals and unusual
shipments.

Every other month, in January, March, May, July, September, and November,
AIR CARGO is published in two parts. Part II expands the guide features to
include domestic and international air freight rates, documentary requirements
for international shipments, and other air shipping information subject to
infrequent change.

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The Next Step In Pick Up And Delivery

THE ABILITY to offer a complete door-to-door service has provided the airlines with an invaluable tool for selling air freight. However, as the air freight market expands, the airlines ability to handle door-to-door shipments must keep pace.

A number of airlines have recognized this need. They have provided for connecting motor carrier service to haul, door-to-door, shipments bound for off-airline destinations which are well beyond the normal pick up and delivery limits.

What has been done is good, but it does not go far enough.

As more and more air freight traffic is developed, an increasing amount will involve off-airline points, either in origin or destination. There will even be some traffic in which both origin and destination are off-airline.

Part of the problem is that today there is no one place where a shipper or even an airline employee can find what off-airline services are available. Another part of the problem, many off-airline points do not have connecting service set up.

Emery Johnson, president of Air Cargo, Inc. has proposed to do something about this situation.

Johnson has proposed that Air Cargo, Inc. look into inter-carrier arrangements. This is a logical development. ACI, a wholly owned subsidiary of the scheduled airlines, is peculiarly set up to deal in this area. The principal function of ACI is to maintain (creating where necessary) a pick up and delivery system to serve the freight business of the scheduled airlines.

Johnson suggests that ACI, working within the context of its other regional activities, and with the help of the already established local cartage committees, can find out what motor carriers have the appropriate operating authority and requisite insurance coverage, and which of these carriers perform a superior off-line connecting service, and to what points.

After the motor carrier or carriers have been located, ACI would negotiate, in the name of all the airlines,

an interline agreement—a simple, standard form which would deal with true end-on traffic. The agreement would not deal with joint rates, single shipping documents, valuation, or any other matters which are better left to the individual action of the carriers. Thus, such an agreement would not supplant or conflict with any formal arrangements individual airlines have or want to make.

Finally, when the motor carriers have been found and the agreements negotiated, ACI suggests that a simple directory be prepared and distributed which would list off-airline points; the airport city to be used for the interchange of traffic; the name of the recommended connecting motor carrier; the minimum rate and the basic rate per 100 pounds of the motor carrier; and a set of remarks explaining the nature of the connecting service (such as, same day; or Mondays through Fridays only).

Certainly, this is right down ACI's alley. One of the earliest functions of ACI, albeit premature, was to determine what was available in connecting surface transportation and to negotiate a tariff. The tariff was published in 1948. It tied in a large group of the airlines with some 850 motor truck members of the Central States Motor Bureau.

The idea of an industry-wide agreement for the handling of off-airlines shipments is no longer premature as evidenced by the number of shipments already moving via a combination of modes and by the number of truck-air tariffs which have been filed to cover specific situations or areas. But nobody knows how many more shipments might move via air-truck if full interline agreements were available. Certainly, with more and more cargo space becoming available, now is a good time to find out.

Furthermore, if this problem can be attacked now, the solution can be developed in an orderly, logical manner. With experience, the joint air carrier-over-the-road-truck operation can be made to work as smoothly as the pick up and delivery service.

Wallace I. Longstreth



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TRENDS

Pan American World Airways is taking a good look at containerization for handling cargo in the years to come. An installation of containers for both cargo and baggage is being tested on six of the Boeing 707s serving Latin American routes. The containers are contoured to fit the cargo compartments, and hold about 1500 pounds each. There is some weight penalty involved, but it is believed that the containers will permit a compensating reduction in aircraft ground time.

Results of the test will help determine future procedures to be applied to any turbine powered all-cargo freighter PAA might order.

Domestic air freight forwarders are ready to ask for a change in the seven-day billing rule which requires payment for direct air transportation within seven days of receipt of the bill. They would like the rule relaxed or liberalized. To support their position, the domestic forwarders point out that international air freight forwarders have 30 days in which to pay for transportation purchased from the direct air carriers. Initial step to provoke a change will be a petition to the Civil Aeronautics Board.

Westbound movement of transatlantic air freight should rise sharply over the next few months. Part of the increased traffic will come from British auto manufacturers who are shifting to air freight to supply American customers.

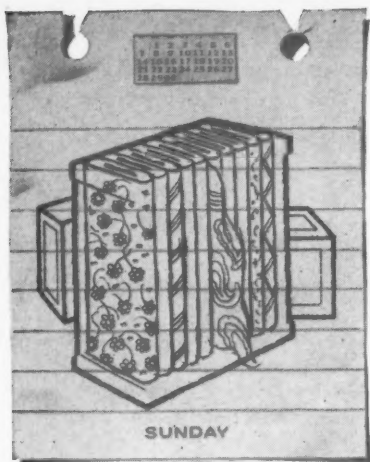
The British aircraft manufacturer, Armstrong Whitworth, hopes to announce an order soon from a U.S. customer for five Argosies. In the mill, reportedly, is an order from a company in the Middle East for two of the turboprop freighters. Armstrong Whitworth recently announced an increased take-off weight for the Argosy which will permit a maximum payload increase to 28,000 pounds. The change means that the Argosy's most efficient operating range has moved up from 350-600 miles to 600-750 miles.

U.S. domestic scheduled airlines and the military are looking toward a military tariff for air freight. Military wanted a tender from the airlines. The tariff, which could be similar to the one in effect for military passenger travel, was an airlines counter proposal.

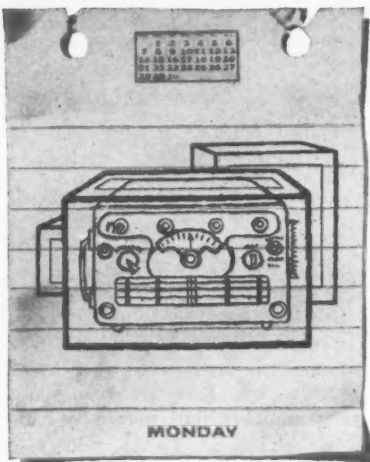
On the international scene, cancellation of the military impedimenta rate suggests that U.S. international airlines will try for a special military tariff. The airlines have Civil Aeronautics Board authority to discuss the military tariff situation, but so far, the airlines have not officially asked CAB to examine a new international military tariff.

Hunting-Clan and Airwork, two large independent British airlines, are completing merger plans. When the merger is consummated, the resulting company will be the biggest privately owned airline group in the United Kingdom.

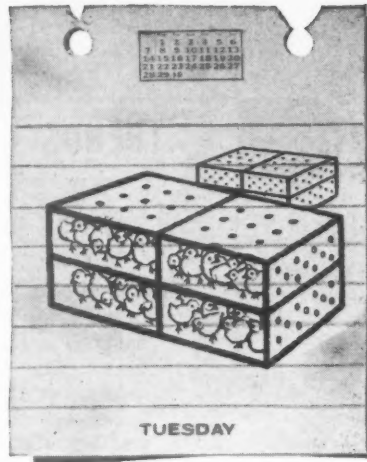
Riddle Airlines will operate two DC-6As, three DC-4s and four C-46s in scheduled common carrier operations starting April 25. The carrier is counting on a new charter service to make use of the C-46s freed by the larger airplanes.



SUNDAY

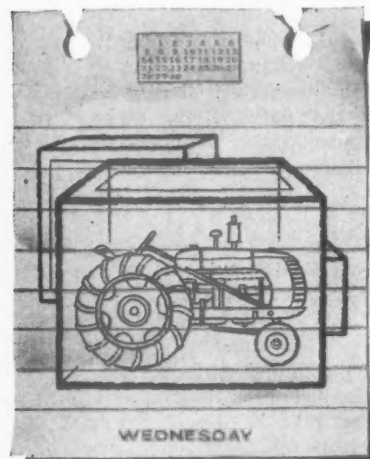


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TUESDAY

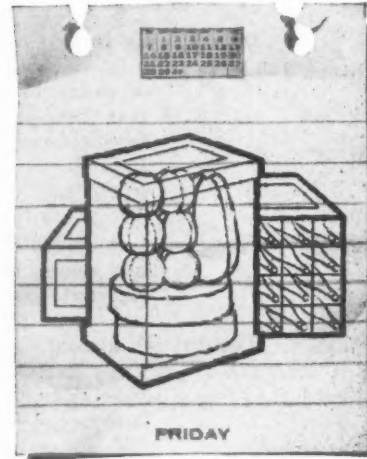
Jet cargo flights, non-stop to Paris,



WEDNESDAY

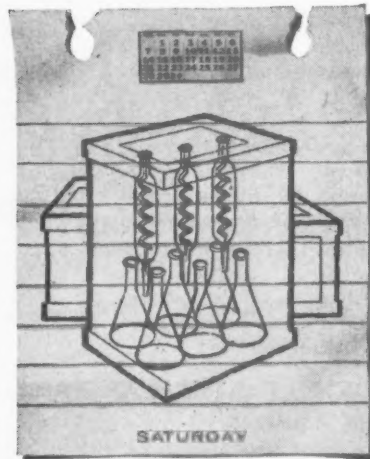


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SATURDAY

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Air Force Cites Views On All-Cargo Plane

The Air Force has come up with preliminary specifications for an "optimum military cargo aircraft" which it hopes can be developed jointly with commercial cargo carriers for use by both Military Air Transport Service and the commercial airlines.

Maximum payload for the aircraft was pegged at 70,000 to 80,000 pounds. For Atlantic nonstop cargo lifts, the plane must carry a minimum of 40,000 pounds contrasted with a Pacific requirement of 20,000 lbs.

Other requirements would include straight loading through the tail with the plane's cargo deck matching standard truckbed heights—between 40 and 54 inches. The aircraft would carry integral loading equipment and have a side cargo door in addition to end openings. The minimum cargo space or "envelope" would be 60 feet long, 10 ft. wide and 9 ft. high, as dimensions of the space into which the cargo can actually be loaded but not

necessarily indicating actual fuselage size. Commercial operators of the plane would have an extra seven feet of cargo cabin length, since military versions would need this space for extra crew facilities.

The Air Force is shooting for minimum direct operating costs as low as 3¢ per ton mile.

Meanwhile, Sen. A. S. Mike Monroney (D-Okla.) has gone on record as favoring a 100% increase in the MATS' budget request for modernization of equipment. He disclosed his intentions at a meeting of the Senate Defense Appropriations Subcommittee, and at the same time indicated that he would back purchase of a swingtail cargo version of one of the present U.S. commercial jets. MATS is asking \$50 million in the fiscal year 1961.

At presstime, it was expected that Monroney would express further views on the Air Force-industry air cargo situation in a senate floor speech.

Armstrong Whitworth Increases Argosy Payload

Armstrong Whitworth Aircraft has beefed up the A.W. 650 Argosy's take-off weight from 82,000 pounds to 88,000 pounds. The extra weight will increase the payload of the British turboprop freighter over ranges up to 1800 miles. The maximum payload has also been increased from 27,000 lbs. to 28,000 lbs. As a result, the Argosy can now carry just under 27,000 lbs. for 600 miles and 24,400 lbs. for 750 miles at the British and American landing weight limits, respectively.

In the original estimates, at 78,000 lbs. landing weight the Argosy carried 27,000 lbs. for 300 miles. Now the aircraft can, for example, carry 20,000 lbs. of payload for 1700 miles instead of the original estimate of 1600 miles (no reserves).

The direct operating curve remains much the same for freighting except that, previously, the Argosy's most economic range was 350-600 miles

and now it is 600-750 miles. The Argosy's no-reserve range of 3000 miles has gone up to 3250 and maximum range from 2400 miles to 2500 miles.

In previous estimates, two speeds were stated—276 mph and 296 mph. The mean cruising speed is now quoted at 280 mph although the aircraft can achieve 297 mph (true) in cruise.

Lufthansa German Airlines Converts Two Connies

Conversion of two Lufthansa L-1649A Super Constellations from passenger to all-cargo aircraft begins this month at the Lockheed Aircraft Service overhaul base in Ontario, Calif. The converted L-1649A will accommodate a transatlantic payload of 37,250 pounds. The German carrier has also taken an option for conversion of an additional two Constellations.

The LAS conversion will include installation of a Super-H type cargo floor

and forward and rear cargo doors. The new forward door will measure 56½ inches wide and 72 inches high and the rear door will be 106 inches wide and 72 inches high.

Lufthansa expects to take delivery of the first converted Constellation by the middle of June, the second in July. They will probably be scheduled on the New York-Frankfurt route.

Forwarders' Dinner April 8; Assoc. Adds New Members

The Air Freight Forwarders Association will hold its third annual dinner in the Waldorf Astoria Hotel, New York on April 8. Rep. Oren Harris (D-Ark.) heads the list of guest speakers.

At the dinner, the forwarders will present their first public service award to Harris as legislator of the year.

Meanwhile, the Association has added two new members—General Air Freight, Inc. and 4-A Air Freight Corp. Total membership now stands at 18.

TCA-BOAC To Coordinate N. Atlantic Air Freight

British Overseas Airways Corp. and Trans-Canada Air Lines estimate that this summer they will offer the shipper over 450 tons of air freight capacity a month across the North Atlantic. The two carriers recently completed a commercial agreement which will coordinate their cargo and passenger activities on the Montreal-United Kingdom transatlantic route.

Under the pact, air freight shipped between Canada and the United Kingdom/Europe will be moved by either airline, using the fastest, most convenient TCA or BOAC flight available. Shipments destined for continental Europe will move via BOAC or BEA from London to destination.

Tigers Six Month Report Shows Dip In DOD Revenue

The Flying Tiger Line reports net income and special items totaling \$318,671 for the first six months ending December 31, 1959 as compared to \$1,256,352 in the same period a year before. Total revenues for the six month period were \$13,698,240, compared to \$18,925,864 the previous year.

In a report to stockholders, FTL president Robert W. Prescott said that while scheduled air freight revenues for the six month period increased

4th Quarter North Atlantic Cargo Traffic

Cargo Flights																
	AF	Alitalia	BOAC	Luft-hansa	El Al.	Iberia	Irish	KLM	Pan Am	Qantas	Sabena	SAS	S&W	Swiss	TWA	Total
Eastbound	.....	.....	.....	26	.....	1	.....	93	85	.....	28	.....	156	23	45	457
Westbound	.....	.....	.....	29	.....	1	.....	93	75	.....	18	.....	95	25	46	383
Total	.....	.....	.....	55	.....	2	.....	186	160	.....	46	.....	252	48	91	440
Freight (Tons)																
Eastbound	194.4	97.5	293.0	244.8	43.6	20.2	11.3	765.1	836.2	15.4	205.6	294.7	784.7	228.1	355.3	4389.9
Westbound	200.4	197.5	367.7	222.2	82.8	26.3	14.0	1065.0	1193.2	17.5	302.7	382.0	1030.0	318.7	493.6	5913.7
Total	394.8	295.0	660.7	467.0	126.4	46.5	25.3	1830.1	2029.4	32.9	508.3	676.7	1814.7	546.8	848.9	10303.6
Mail (Tons)																
Eastbound	20.6	6.7	34.8	12.2	2.7	4.4	3.4	8.9	954.8	0.2	12.5	22.1	506.3	11.9	664.4	2265.9
Westbound	90.3	106.7	329.5	249.9	10.9	9.3	6.3	60.8	296.7	4.8	76.0	120.6	153.8	318.7	493.6	5913.7
Total	110.9	113.4	354.3	252.1	13.6	13.7	9.7	69.7	1251.5	5.0	88.5	142.7	660.1	330.6	1158.0	8179.6

about 25%, military contract business from the Department of Defense declined in the two periods from \$10,-754,487 to \$4,399,620.

Said Prescott: "This decrease in gross volume of business has caused the decline in our net revenues. We have reason to believe that the military contract business will increase in the very near future and are therefore optimistic about the last half of our year."

At the same time, FTL has reported to Civil Aeronautics Board air freight traffic of 123,600,064 ton miles for 1959. The figure represented an 18% gain over 1958, when the carrier reported 104,073,462 ton miles.

Puerto Rico Int'l Airport Reports Cargo Thriving

During the twelve months ended January 31, 1960, Puerto Rico International Airport handled 46,931,995 pounds of cargo in comparison to 39,041,175 pounds in the twelve month period the year before, an increase of 20.21%.

In the month of January, cargo moving through the airport totaled 3,529,137 pounds, against 2,966,832 pounds in the corresponding month the year previous, an increase of 18.95%.

UAL-French Manufacturer Close Deal For 20 Jets

United Air Lines has closed a deal with the French aircraft manufacturer, Sud Aviation, for 20 twin-engined Caravelle jet airliners.

United's president W. A. Patterson pointed out that "the Caravelle is the only suitable aircraft now available which fully meets our requirements. It has the capabilities we specified in planning extension of jet service to some of our short and medium stage length segments."

United will place the Caravelle in scheduled service in 1961. Deliveries

Sharp 4th Quarter Climb

North Atlantic cargo traffic jumped sharply during the fourth quarter of 1959. Cargo tons showed a 24.2% increase over the third quarter. Eastbound, 4389.9 tons were flown. Westbound, the total was 5913.7. Pan American World Airways held first place with 2029.4 tons carried. KLM Royal Dutch Airlines moved into the second position with 1830.1 tons; and Seaboard & Western Airlines was in third place with 1814.7 tons.

will begin in the spring of that year and the final plane will be received in January, 1962.

The Caravelle can carry three tons of cargo in addition to a full load of passengers.

JAL Sets DC-8 Service Date; Plans Co-op With Air France

Japan Air Lines has set an August 11 target date for the inauguration of transpacific DC-8 jet service between Tokyo and San Francisco. Other plans include jet service between Tokyo and Los Angeles in September and between Tokyo and Seattle in October. By mid-October, JAL will be flying three weekly flights each between Tokyo and San Francisco and Tokyo and Los Angeles and two weekly flights between Tokyo and Seattle. In November, the carrier plans another flight on the San Francisco route and also twice weekly DC-8 service between Tokyo and Hong Kong.

In a separate development, JAL has joined Air France in a five year agreement to co-operate on jet service between Tokyo and Europe via the Polar Route. The joint operation is scheduled to begin this month.

Under the arrangement, Air France provides Boeing 707 jets for service between Japan and European destinations until JAL's DC-8 jets are put

into service on the Polar Route, scheduled for the spring of 1961.

Thereafter, the agreement stipulates that each line will operate its own aircraft with its own crews, and revenues will be pooled on a pro-rated basis.

Record Flower Volume Claimed By Airborne

Airborne Freight Corporation, during 1959, shipped more than 8½ million pounds of flowers by air from San Francisco and Los Angeles. According to Airborne president John D. McPherson, this was a substantial portion of all flowers marketed from the West Coast, and by far the largest amount shipped by any air carrier.

Converted All-Cargo DC-7s Delivered To UAL, AA

United Air Lines has taken delivery of its first converted all-cargo DC-7. The remaining five of the six aircraft undergoing conversion will be turned over to UAL by December.

Meanwhile, Douglas has already delivered five converted DC-7Bs to American Airlines for all-cargo service. The remaining five aircraft in American's present conversion program are scheduled for completion this year.

Riddle's Demand Service Resumed To Two Points

Riddle Airlines has resumed demand service to Jacksonville, Fla. and Cincinnati, Ohio.

Meanwhile, Civil Aeronautics Board has authorized the carrier to continue suspension of service at Boston until 60 days after decision in the Domestic Cargo-Mail Services Investigation. In requesting continued suspension, Riddle told the Board that it was "aware of no facts which indicate that service to Boston could be resumed on a scheduled basis without losses."

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Yes, BOAC loves the Rolls-Royce engines in the new 707 Intercontinental jets that will make BOAC fastest across the Atlantic...6 hours, 20 minutes. Meantime, BOAC and Qantas are "partners" in operating jets from the U.S.A. Soon, they will be joined by

Air India, with more 707's. Shippers can count on *dependable through service* by 707 jet between the U.S.A., Great Britain, India, Australia and countries en route. Specify a *BOAC* routing for your shipments to your Freight Forwarder or Cargo Agent.



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APRIL, 1960

13

CAB Official Views Air Cargo

The Board tries hard to handle the many problems facing the air cargo industry but finds itself handicapped by a shortage of staff and the need for new legislative measures.

The Civil Aeronautics Board is the regulatory agency charged with responsibility to promote, encourage and develop civil aviation. The Board's staff, as part of one of the smallest independent agencies in the federal government, has been hard pressed to keep abreast of problems in the passenger field, let alone air cargo. Since its inception, the Board has been forced to deal with airlines whose major concern was passenger traffic. Air cargo was not ignored, but even today, cargo accounts for only about 10% of total airline revenues.

Air cargo has made important strides, and it seems

certain that in the '60s air cargo will assume major importance in producing new airline revenues and business.

As director of CAB's Bureau of Air Operations, M. C. Mulligan is well aware of this trend. In an interview with the editors of AIR CARGO magazine, Mulligan expresses his views on some of the current questions faced by the Board in dealing with the air cargo industry.

The views expressed are Mulligan's own and do not necessarily represent those of the Board or any individual Member.

Q. Mr. Mulligan, first, does the CAB definition of air cargo embrace air express, air freight and air mail?

A. There is no "CAB definition" of air cargo. Typical certificates of public convenience and necessity of combination carriers authorize the transportation of persons, property and mail. Accordingly, the Board frequently thinks of air cargo as any form of property other than mail. Moreover, the original certificates of public convenience and necessity issued to the cargo carriers (i.e. Flying Tigers, Riddle, etc.) authorized the carriage of property and not mail; today they can carry surface mail, and there is a case now pending before the Board wherein they are seeking the right to carry air-mail. On the other hand, "all cargo" flights are invariably considered by both the industry and the Board as flights carrying any form of property, including mail as well as freight and express.

Q. What legislation would make the Board's job easier in handling the problems of the aviation community as related to air cargo?

A. On the rate side, for some years the Board has been seeking legislation which would give it authority to regulate rates in overseas and international air transportation for the transportation of both persons and property as the Board does for domestic air transportation.

Also, the Board has supported proposals to require Government agencies to use existing civil capabilities rather than to operate competing transportation systems, and most recently it has supported Senator Monroney's bill (S. 2774) which would authorize the CAB to guarantee loans for the purchase of a new type all cargo aircraft.

Q. Is there anything in the Federal Aviation Act, besides a general policy statement, which would permit the

Board to participate in the development of an all cargo airplane or to further stimulate the purchase of cargo aircraft by subsidy or some other method?

A. Yes. Actually, the policy statement standing alone would provide ample basis for the Board to "participate" and "stimulate." But a broader basis appears when the policy statement is read in conjunction with other sections of the Act, particularly Sec. 401 and Sec. 406. It was, of course, pursuant to Sec. 401 that the present all-cargo carriers were certificated. The renewal of such certificates and the question of whether such carriers should be eligible for subsidy support are at issue in a pending proceeding (Docket No. 10067). The point is that development of suitable equipment usually goes hand in hand with development of traffic—and this has certainly been the case with respect to passenger aircraft. In the case of

cargo, it begins to appear that development of equipment must occur before—or at least simultaneously with—any major breakthrough in the development of traffic.

Q. Assuming air freight meets growth expectations that many people anticipate, will the Board be forced to adopt new regulations.

A. The staff is now preparing to review two separate aspects of minimum domestic air freight rates prescribed by the Board. It is expected that this will involve a general review of the present minimum rate particularly from the standpoint of the likelihood of the minimum rate becoming obsolete with a more economical all cargo aircraft. In addition, the prescribed minimum charges for assembly and distribution services will be reviewed. Another problem which the Board must resolve is the extent to which direct all cargo carriage may be supplemented by surface movement as incidental to air transportation.

Q. Are there any special sections in CAB which handle the problems of the air cargo industry?

A. At present there are no special sections within the staff of the Board handling only air cargo problems. Although I do not see any need for the creation of special cargo sections in any organizational component of the BAO, I do anticipate an increasing number of staff in various divisions of the Bureau who will spend their full time as specialists on air cargo problems. In the Tariffs Section, for example, specialists have been reviewing only air freight tariffs for some years now and other specialists have been working on air freight forwarder applications for some time.

Q. Do you foresee a need for such an air freight section? At what point (ton mile? revenue?) would such a group be justified?

A. As implied in my answer to the previous question, I believe we already have a serious need for full time air cargo specialists in connection with the broad areas of rate and route regulation, but budgetary limitations have restricted our progress in this direction.

Q. Do you think the Board has encouraged the development of air cargo as much as possible?

A. Given the variety of problems which the Board must face and the limitation on the resources which it has to do the job, I believe the answer is "yes." Hindsight may suggest ways

in which such development could have been encouraged more than it was, but the Board always has been concerned with and hopeful of finding means of special stimulation of air cargo. In this connection, it should be remembered that the Board, against substantial opposition, granted operating authority to certain all cargo carriers and the air freight forwarders.

Further, the Board on December 12, 1958, on its own initiative set down the Domestic Cargo-Mail Services Case (Docket No. 10067) on which hearings began in September 1959. In this case over 8500 pages of testimony have been taken from witnesses representing 13 carrier parties, four airplane manufacturers, and 10 other interested parties. This case by the time it reaches the Board for oral argument and decision (some time this year, I hope) will have occupied a substantial part of the time of several of our top professional people. A basic aim of this proceeding is to develop a definitive record for Board consideration on all aspects of the cargo problem, including the need for all cargo operations, the right to subsidy, and the route pattern.

I think from the foregoing one must



Minot Coolidge Mulligan heads the Civil Aeronautics Board's largest staff division, the Bureau of Air Operations. He joined CAB as secretary and comptroller in 1946 and was promoted to the BAO post in 1958.

He began his career in government at the Reconstruction Finance Corporation in 1932 and remained there except for his wartime active duty until he joined CAB. His final position at RFC after his return from active duty was secretary and assistant to the chairman of the War Assets Corporation, an RFC subsidiary.

conclude that the Board is seriously, earnestly, and exhaustively studying the air cargo matter.

Q. What about mergers, could air cargo be strengthened by mergers?

A. As far as all cargo carriers are concerned, there do not appear to be any serious merger prospects on the horizon, perhaps largely because we have so few all cargo carriers now. To be more specific, no facts have come to my attention on which to base a view that mergers of either all cargo carriers or combination carriers would stimulate an increase in cargo traffic.

Q. Have any standards been created for measuring the quality of a cargo route?

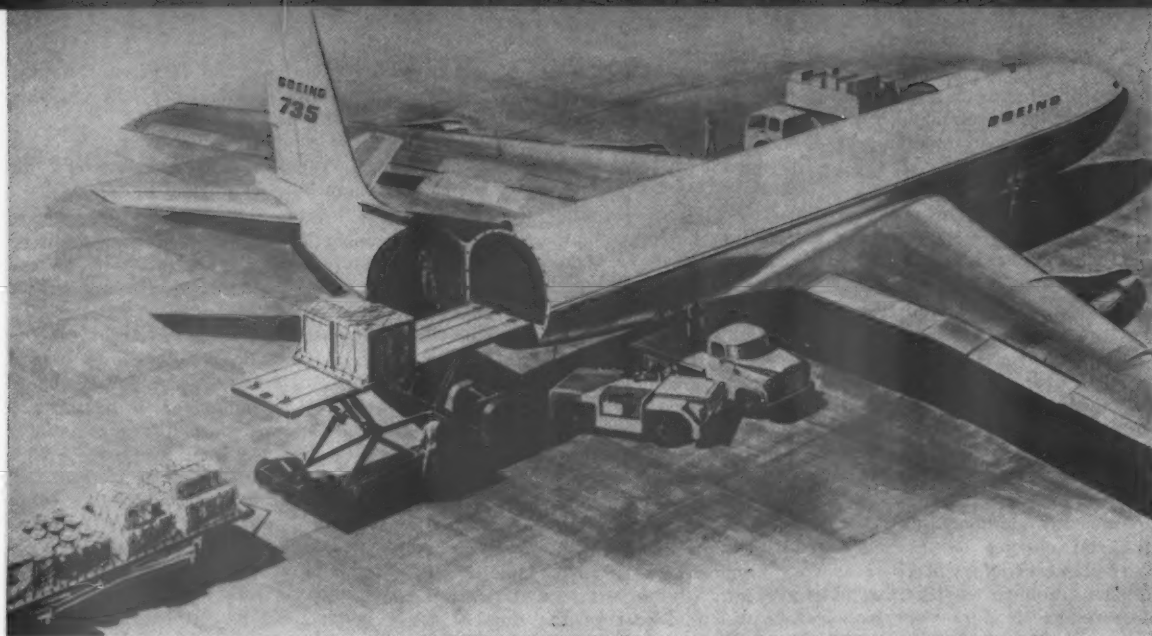
A. No, not in the real sense of "standards." It is questionable whether "standards," as distinguished from a better basis for estimating traffic potential, are in fact feasible. However, a wealth of information is being developed in the Domestic Cargo Mail Service Case.

Q. How do shippers participate in CAB hearings which are a matter of concern to the shipper?

A. Any person with a proper interest in a proceeding may participate therein. The Board's Rules of Practice in Economic Proceedings (Part 302) state, in part, that "any person . . . may appear at any hearing . . . and present any evidence which is relevant to the issues . . . [and] . . . may cross-examine witnesses . . ." The rules also permit intervention as a party under certain clearly specified circumstances.

More specifically, in a formal proceeding a shipper could file a petition with the Board to intervene pursuant to Rule 302.15 of the Board's Rules of Practice. In another type of proceeding, i.e. a rule making proceeding, a shipper would have the opportunity to submit comments to the Board within the time limits specified in the Notice of Proposed Rule Making.

In connection with cargo tariffs filed with the Board by either direct or indirect air carriers, a shipper or any other interested member of the public can file a formal complaint with the Board requesting suspension or investigation of a proposed tariff. Alternatively, any person may communicate with the Board informally by letter, setting forth views either in support of or in opposition to a proposed tariff change. Any communication, either formal or informal, on a tariff matter is given prompt and careful consideration by the ap-



CAB has gone on record as recommending private loans to air carriers for purchase of new air cargo equipment. Above, an artist's concept of the Boeing 735, one of many cargo jet proposals submitted for consideration. Boeing claims the 735 can carry more than 100,000 pounds at costs as low as 3¢ a ton mile.

propriate Board staff and, where necessary, by the Board.

Q. Under current CAB regulations, what is the role of the air freight forwarder?

The role of the air freight forwarder under current CAB regulation is to provide an individualized efficient and relatively less expensive air freight service, especially for the small shipper, including necessary ground handling services and the preparation of shipping and customs documentation. In so doing, the forwarder assists in the promotion and development of air freight service to the advantage of the shipping public, the airlines, and the national air transportation system.

Q. Different rate structures exist in the Atlantic and Pacific areas; do you have any comments with respect to the contrasting structures?

A. At the present time, the international air cargo market is in a developmental phase requiring experimentation as to the rate structure most suitable to the purpose of attracting potential volume cargo, while at the same time striving to maintain profitable cargo operations for the carriers. The Board thus far has left this experimentation primarily to the collective commercial judgment of the carriers, since determination of the most appropriate rate structure is largely an empirical process and requires a thorough working knowledge of each particular market.

Q. Has the Board had any chance to study the consequences of a system of rates which would be based on a time lag or according to the degree of rapidity of service?

A. Yes. For several years now the Board has authorized "deferred" air freight service at rates below the regular prescribed domestic minimum air freight rates.

Q. The present system of bidding for military cargo traffic has drawn some industry criticism. Is this justified?

A. Yes. The Board worked strenuously to change MATS practices for acquiring its augmentation lift. Any system which forces rates as low as they have gone over the international routes for MATS carriage—with some contracts being performed at a loss—prohibits the successful bidders from building any reserve for acquiring new equipment. It seems clear that the present system has not provided sufficient return to really encourage investment in new equipment. It has been suggested that MATS contracts be let only to those who make commitments to the Air Force to acquire new types of equipment, and to guarantee the availability of that equipment to one Air Force for emergency purposes. But this presupposes that rates would be at a realistically economic level.

The February 1960 Defense Department report on MATS, entitled "The Role of the Military Air Transport Service" makes recommendations for changes in MATS practices, which, if put into effect would largely put

an end to the criticisms of the past.

Q. Jurisdiction over joint surface-air movements of goods is still a bit confused. Will either ICC or CAB be forced eventually to assume primary jurisdiction?

A. There are already in effect and on file with both the Board and the ICC a number of truck-air tariffs covering the through movement of property via surface and air transportation. The Federal Aviation Act (Section 1003) authorizes the creation of Joint Boards of CAB and ICC to handle problems arising in this area. No difficulty is anticipated in dealing with jurisdictional questions.

Q. Is there one single factor which you think will have the most effect in stimulating air cargo?

A. I personally think that nothing would be more effective than the development of a truly low cost aircraft to start the cycle of low rates which in turn should generate a huge increase in volume of cargo traffic. While the volume of air cargo for U. S. certificated air carriers has grown substantially (from 307,418,000 revenue ton miles in 1950 to 920,317,000 revenue ton miles in 1959), even if the present volume were to increase 10 (ten) times it would still represent less than 1 (one) per cent of total domestic cargo. To really tap this market, rates for air cargo must be substantially reduced. An aircraft capable of lowering direct costs per ton mile by 40 or 50 per cent would seem to be the answer.

Air Express Picks Up Speed

THE AIR EXPRESS Division of the Railway Express Agency is expecting a record breaking year in 1960. This will be the first full year under the equal partnership arrangement set up with the airlines in late 1959.

At a minimum, Air Express expects total revenues to top \$53 million this year, some 9.23% above 1959. To reach this goal, the Agency estimates 6,791,000 shipments will be handled, an increase of about 8½% over last year.

More important than the gross revenues or the total number of shipments handled is the fact that each of the partners fully expect to make more money from the service. They expect increased profits because the service will be more efficient—of benefit to the supplier and the user.

The expectation of increased efficiency is not without foundation.

Under the terms of the partnership, the responsibility of each partner is exactly and completely detailed.

Jointly, the airlines and the Railway Express Agency have agreed: ... "that their purpose is to render a service to the public and to develop a mutually profitable and successful air express service. It is the firm intent of the parties, therefore, to consult, confer, and cooperate to the fullest extent for the accomplishment of their joint purpose."

The parties have also agreed to divide the revenue 50-50. Thus, with responsibilities fixed, increased efficiency means lower costs and increased profits.

The scope of the express company is defined in the agreement, which reads, in part: "The express company agrees that it will pick up, accept, and deliver air express; issue and obtain necessary shipping documents, receipts, clearances and notices; collect air express charges; and provide terminal, routing, forwarding, tracing and such other ground and accessorial services as are offered the public under air express tariffs."

Record keeping, accounting and claims processing is also pretty much the responsibility of the Agency: "The Express Company agrees to provide all air express accounting, billing, and collection of air express revenues; receive, investigate and handle all claims, including settlements and litigation, (1) involving air express shipments or (2) arising from any services performed by the express company; maintain ade-

quate records and statistics relating to air express volumes and revenue, including records and statistics relating to the division of traffic, which records and statistics shall be subject to inspection by and on behalf of any air carrier at any time, and will be furnished by the express company to any air carrier upon request of the joint committee representative of the air carrier."

In addition, the express company shall establish and maintain the following accessorial services: (1) C.O.D.; (2) Protective Signature Service; (3) Armed Guard Service and (4) Courier Service.

The airlines are principally concerned with moving air express by air between airports: "The air carriers agree to maintain regular and dependable service by aircraft for the transportation of air express in accordance with their certificates of public convenience and necessity or foreign air carrier permits issued by the Civil Aeronautics Board, including amendments and modifications thereof, between points in the United States or between points in the United States on the one hand and points in Canada on the other."

Express Character Maintained

The agreement further provides that the "express" character of air express shipments be maintained while in the air carrier's hands: "The air carriers agree to schedule the departure of their aircraft so as to attract the greatest volume of air express and to provide expeditiously and economically for the handling thereof in so far only, however, as will not interfere with the air carriers' air mail, passengers and their baggage. The air carriers further agree that the normal amount of air express shall be given priority of handling of space on aircraft subject only to the accommodation of air mail, passengers and their baggage."

Control of routings rests with the Agency: "The Express Company shall route air express in the manner which will provide the public with the most expeditious, economical, and efficient air express service possible; and, consistent with this objective, the Express Company shall use its best efforts to divide air express traffic equally between competitive flights of the air carriers, giving due consideration to the reliability of such flights and the cargo space in the aircraft."

This is one of the meatier parts of the agreement. While REA is instructed to divide traffic between competitive flights, it does not have to deal in blocks of less than 100 pounds. Should a flight fail to conform to schedules, that is, if on-time performance is completed less than 80% of the time, after notice to the carrier, REA need not use that flight.

REA also has to maintain the "express" character of air express. At almost every point in the U.S. served by one or more airlines, there will be at least two pick up trips daily—one between 8 a.m. and 12 noon; one between noon and the close of the business day. In major cities, pick up is to be provided within two hours of notice that traffic is available.

The delivery of air express is just as important as the pickup. Traffic brought by the airlines into the airport cities and made available to REA by 7 a.m. will be delivered by noon of the same day. Traffic made available between 7 a.m. and 2 p.m. will be delivered within five hours, but not later than the close of the business day. Traffic available after 2 p.m. will be delivered the same day, consistent with the consignee's requirements.

Again, in the major cities, there will be even more service. For major points, traffic available by 7 a.m. will be delivered before 10:30 a.m. Traffic made available to REA between 7 a.m. and 2 p.m. will be delivered within three hours.

The new agreement is working. The steel strike of last year had its effect on 1959's goals. The usual amount of auto manufacturing traffic and traffic of related industries normally available was markedly curtailed by the steel strike.

However for 1960, daily air express shipments are running about 12% over the comparable period last year; revenue increase is averaging about 10%.

For March 1960 the figures should look like this:

		Increase over Mar., 1959	% of increase
Revenue	\$7,658,808	\$1,128,464	14.7
Shipments	1,006,656	149,564	14.9

Automotive traffic has returned, and it is being bolstered by increased traffic from electronic and missile manufacturing concerns as well as traffic from old-time customers in the entertainment, printing, photo-finishing and graphic arts field.

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Even *people* can't travel between Chicago and Los Angeles any faster than your cargo can—on Continental's 600-mile-an-hour Golden Jet transports. The reason?—a cargo schedule just as convenient as a jet-age passenger schedule! Goods are *delivered* the day they're *shipped*.

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Continental's jet-power cargo fleet also includes the only Viscount IIs in the nation, and serves twenty-three

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New! Low deferred freight rates now available between Chicago, Kansas City, Denver, Los Angeles.

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						Lv KANSAS CITY	CST Ar					9:20	
						Ar CHICAGO (O'Hare)	CST Lv	9:00	9:45	4:15	4:45	8:05	8:30
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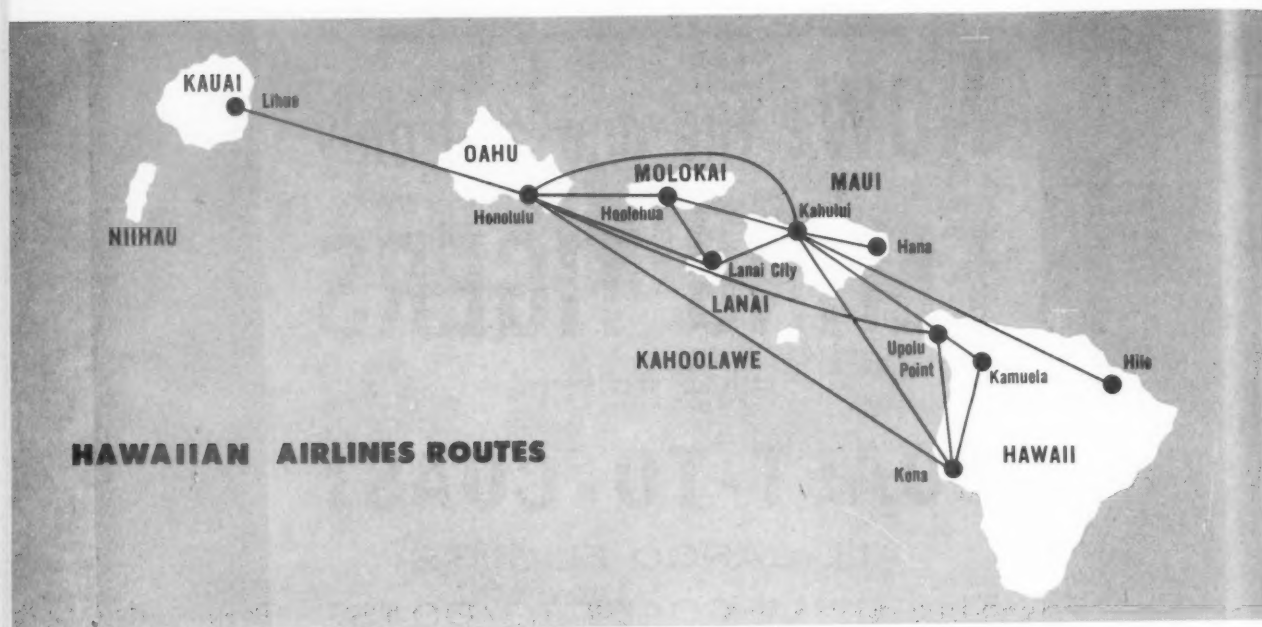
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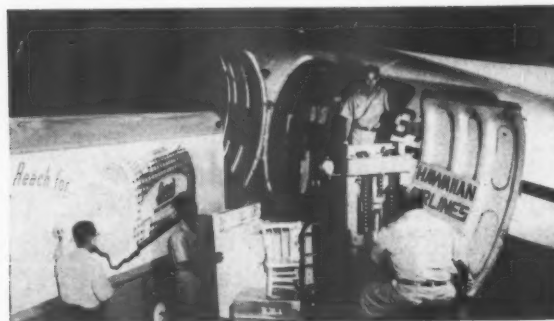
APRIL, 1960

19

Hawaiian Provides That Vital Inter-Island



Above, nurseries throughout the island ship via HAL.
Left, fresh fish right from the sea is shipped by the plane load.
Below, all the neighbor islands are supplied daily with fresh bread.



AIR CARGO

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er-Island Cargo Link

ALTHOUGH shipping freight by air does not have the glamour of passenger service, Hawaiian Airlines freight operation is perhaps the most unusual in the world. Hawaii is the only state in the Union, and one of few places in the world, to be so completely dependent on air transportation.

With the advent of World War II, all of the inter-island passenger and cargo steamers were desperately needed as troop transports in the Pacific, and were placed in trans-Pacific service. Residents of Oahu faced a serious food shortage at the beginning of the war, and it became essential that vegetables from Hawaii Island and other areas be flown to Honolulu. On March 17, 1942, the first scheduled freight flights began, and by the end of the year a million pounds of food were flown into Oahu. During 1959, HAL carried nearly 22 million pounds of air cargo.

One of the unusual aspects of Hawaiian's air freight operation is the great variety of cargo shipped daily to all of the Islands. Beginning shortly after midnight, the first flights depart for Kauai Island with loads of fresh bread, thousands of Honolulu newspapers and occasionally a few hundred pounds of ice cream. By 6:00 a.m. every day, the Islands of Kauai, Maui and Hawaii have received nearly 10 tons of air cargo. The freighter planes fly almost around-the-clock with scheduled service to all eleven airports served by Hawaiian Airlines.

Nearly all of the household furniture shipped by Island residents and more than 98 per cent of all appliances and furniture are flown between the Islands. When a family moves from one Island to another, it is common practice for them to leave their deep freeze units filled with frozen foods for the short flights. When the plane arrives at its destination, the unit is simply plugged into the nearest electrical outlet without any spoilage or repacking problems.

A large number of calves are shipped annually from Oahu to ranches on Maui and Hawaii. After they have fattened into tenderloin steaks, they are slaughtered and flown back to Honolulu for dozens of markets. It is a standard joke with freighter plane pilots to quip "Haven't I seen you somewhere

before?" to a chilled and wrapped hind quarter.

One of Hawaii's best known chicken ranchers, George Sakai, has shipped more than a million eggs via air freighters during the past two years, and it is the cargo manager's greatest delight to proclaim that "we haven't broken one yet."

On the Pineapple Island of Lanai, soiled laundry is put aboard HAL planes each week for shipment to Maui Island—two days later, neat racks of dry cleaning are rolled aboard the freighters and dozens of suits, dresses and finished laundry are air lifted back to their owners. Even fresh milk, thousands of pounds of flowers and baby chicks are a daily occurrence to cargo handlers at island airports.

As a service to truck farmers on the neighbor Islands, Hawaiian has installed a large refrigerator at Honolulu airport to store cases of Kim Chee (Korean pickled cabbage) and other perishables. As many as forty cases of this Korean staple are shipped at one time, but should the Honolulu merchant desire only ten of these cases, HAL simply keeps them in storage until they are needed by the consignee. The reefer arrangement helps both the shipper and the merchant and has proved to be very helpful for cargo salesmen in soliciting perishable cargo.

Fresh Vegetables

More than 20,000 pounds of fresh vegetables are flown out of Kamuela and Hilo each week, arriving at Honolulu airport before the average housewife gets her children off to school. Waiting trucks transport lettuce, cabbage and other items to Honolulu stores before noon each day. Actually, the Oahu housewife is often able to purchase fresher vegetables than her average mainland counterpart.

Sears, Roebuck is perhaps the largest shipper of commodities in Hawaii. When the goods assigned to Sears neighbor island stores and mail order customers arrive in Honolulu by ship, they are trucked directly from the docks to HAL's airport cargo terminal and placed aboard the planes. Formerly, it was necessary for the goods to be stored at the docks and moved later by inter-island steamer. This often required an extra waiting period of as

many as two weeks because of the infrequency of sailings. Although air freight is somewhat higher in cost than regular parcel post, the saving in time and trucking is considerable.

As each freighter plane taxis to take-off position, a special teletype system is used to provide neighbor island cargo clerks with a complete list of all items aboard. Automobile parts assigned to a Kahului, Maui garage, for instance, will be listed as to type and weight. As soon as the complete manifest is received on Maui by teletype, the cargo clerk will place telephone calls to all consignees telling them of the exact arrival of the plane and what particular cargo will be aboard. As an extra service, HAL cargo handlers assist in loading and unloading waiting trucks. The company also has a contract with AIR FLO Trucking Company in Honolulu, and will make house-to-house deliveries to virtually all areas on Oahu. There is, of course, a small extra charge for this service.

One of the most unusual aspects of the air freight business in Hawaii is the hauling of fresh fish to Honolulu canneries. Commercial fisherman on the neighboring islands are able to bring their catches directly to Hawaiians' reefers at all Island airport terminals, and then return to sea for more fishing. When a planeload has been accumulated, they are removed from the reefers and loaded aboard. HAL has specially-made aluminum racks for the sole purpose of facilitating the loading and unloading of fish. Because of the cost of these racks, the company operates at a slight loss in transporting fish but continues this operation as a needed service. As each planeload departs from one of the Islands, a teletype message is sent to Honolulu and the cannery is notified of the arrival time. As soon as the plane comes to a stop, waiting trucks haul the load to the cannery.

When military personnel and their families are assigned to duty on the neighbor Islands from Oahu, almost all of the household goods are transported by Hawaiian Airlines. Cargo handlers go directly to the homes, pack all the goods in special containers and arrange for complete handling—even arranging the furniture in the new home. All the arriving family has to do, is move in.

Pan Am Files To Reduce Puerto Rican Rates

Pan American World Airways has moved to reduce air cargo rates between New York and San Juan and between Miami and San Juan. Willis G. Lipscomb, Pan Am's vice president of traffic and sales, described the rate proposals, which were filed with the Civil Aeronautics Board, as a further contribution by the airline to Puerto Rico's "Operation Bootstrap."

Special bulk-shipment rates would apply to "deferred" shipments of 550 pounds or more. Such shipments, air-lifted for 13¢ a pound, would be held until cargo moving at normal rates has been loaded.

Pan Am has also proposed lowered general cargo rates between New York and San Juan which would provide reductions of up to 25% for shipments of 1100 and under 3300 pounds, southbound, and up to 30% north-

bound for shipments in the same category.

The carrier has agreements with four trucking companies in Puerto Rico to handle distribution to manufacturing and assembly plants throughout the island.

Lipscomb pointed out that most of the basic commodities carried on the New York-San Juan route—textiles, electronics parts, plastics—are products flown to Puerto Rico for finishing and assembly, then flown back to the U.S. mainland market. He said: "This type of operation, geared to fast-moving products in competitive markets, provides a basis for Puerto Rican industry. Our new rate proposals are designed to support its industry and to improve the position of freight forwarders and agents in making consolidated shipments."

Board Hears Oral Argument On PAA-NAL Agreements

Civil Aeronautics Board, last month, heard oral argument in the Pan American World Airways-National Airlines Agreements Case. The key question, which was raised during argument, was whether Pan Am had, or would, acquire control of National as a result of the arrangement.

The three principal issues on which the Board will rule are: a short-term lease under which jets have been leased from Pan American to National for the winters of 1958-59 and 1959-60; an eight-year, long-term lease under which Pan Am will provide National with jets for the winter months and National will in turn provide Pan Am with jets for the summer; and a stock exchange under which the parties traded 400,000 shares and PAA has an option to purchase up to 250,000 additional shares of National stock. The stock of each carrier acquired by the other is now in trusteeship and will be voted only as the majority of the other outstanding shares in each company until 1966. The Board allowed the arrangement to go into effect pending full hearing.

The question of mergers was also raised during the oral argument. Abraham Maller, representing the Board's

Bureau of Air Operations, took pains to point out that the Bureau's opposition to the proposed Pan American-National arrangements "does not flow from a doctrinaire hostility to corporate marriage." Said Maller: "We recognize that in today's environment there may be an economic need for the joining of resources and routes. Where a merger will meet this economic need without an adverse effect on the balanced competitive route structure which the Board has deliberately striven for, it will have our full support." And Maller added that: "to the extent consistent with the requirements of procedural due process, we shall make every effort to expedite the proceedings of any merger proposal submitted to the Board for approval."

Air France Permit Amended For Anchorage Route

Civil Aeronautics Board has amended Air France's foreign air carrier permit authorizing the carrier to operate between France and Anchorage, Alaska via the intermediate point Hamburg.

In a separate action, the Board said it would also allow Air France to fly any aircraft operating on the France-Hamburg-Anchorage route between Anchorage and Tokyo. The authority was granted with certain conditions.

Tri-Agency Joint Board Proposed By Senate Group

The Senate Commerce Committee has approved and sent to the Senate a bill that would permit Civil Aeronautics Board, Interstate Commerce Commission and the Federal Maritime Board to name representatives to consider joint rates for carriers serving Alaska, Hawaii and the other states. The bill (S. 2452), if approved by Congress, would establish for the first time a central place where a shipper could file for a single through rate on goods moving to their destination via air, land and water carriers.

The committee bill is permissive. It would authorize appointment of agency representatives to act as a joint board to consider joint filings. Under the measure, tariffs of the carrier parties would be filed with the governing agency. The matters relating to joint rates fares or charges could then be referred by the agencies upon complaint or by the agencies' own initiative to the joint board.

Four Carriers Petition CAB For Military Mail Rate

Northwest, Pan American, Seaboard & Western and Trans World airlines have asked Civil Aeronautics Board to set a rate of 27.3¢ per ton mile for transportation of non-airmail military mail, including personal letters and parcels addressed to and from military bases overseas. The requests for the rate were filed after the military expressed an interest in using commercial airlines to carry this mail. The military now dispatches the mail on the Military Air Transport System.

Seaboard & Western estimated that for the 11 months ended November 30, there would have been 24,836,000 revenue ton-miles and 50,487,000 available ton miles generated by such a program.

Direct Service To Europe From Baltimore-Washington Cleared By CAB Exemption

Pan American World Airways and Trans World Airlines have received temporary exemption authority to provide direct service between the Baltimore-Washington area and Europe. The carriers were authorized to provide the transatlantic service through Baltimore's Friendship Airport. The CAB authority is effective until 90 days after Board decision on applications by the two carriers for certificates to perform the service.

The Board commented that the authorization would provide valuable economic data for use in determining the future needs of such services.

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APRIL, 1960

Carrier Round-Up

Braniff Airways now flies two daily Boeing 707 roundtrips between Dallas and Chicago and provides Houston and San Antonio with one-stop service to Chicago.

Trans World Airlines, on April 24, will add three more weekly Boeing 707 nonstop roundtrips on the New York-London route and on May 18 will add four additional flights bringing the total to 14. Also on April 24, the carrier intends to double daily nonstop flights on the New York-Paris route to two.

Pakistan International Airways has begun a weekly Boeing 707 jet service between Karachi and London under a lease agreement with Pan American World Airways. PIA will operate the jet via Teheran, Beirut and Rome.

National Airlines has initiated DC-8 jet service into three markets—New York-Tampa, New York-Miami and Philadelphia-Miami.

Qantas Airways now offers five weekly Boeing 707 schedules between San Francisco and Sydney. Two of the five services operate beyond San Francisco to New York and London, one extends to Vancouver from San Francisco and two terminate in San Francisco.

UAT French Airlines has begun all-cargo DC-6B service between Paris and Dakar. The flight leaves Le Bourget airport in Paris every Thursday at 2:15 p.m. and arrives Dakar the next day at 4:40 a.m. UAT is also planning to inaugurate DC-8 jet service to Africa on September 10. Initial flights will connect Paris with Dakar, Abidjan, Douala and Brazzaville.

Pan American World Airways is operating four weekly Boeing 707 nonstop schedules a week between Seattle and Fairbanks. The flights operate on Mondays, Tuesdays, Fridays and Saturdays.

Turkish Airlines has purchased five F-27 turboprops. Three of the aircraft are scheduled for delivery in 1960, the remainder in 1961.

Capital Airline's new corporate identity program features a tapered oval shape, classic logotype and a color change from red to blue. Capital is applying the new symbols to all visual media including: aircraft, signs, advertising and promotion, and corporate letterheads.

Slick Airways has reported a 1959 net income of \$159,792 against a net loss of \$769,729 in 1958. Total revenues in 1959 amounted to \$10,035,683

compared to \$8,284,997 for the previous year. Slick, which suspended common carrier operations in February 1958, is exploring merger and acquisition possibilities to diversify operations until new-type aircraft become available, according to Earl Slick, board chairman.

Sabena Belgian World Airlines, this month, begins through plane service from New York to Moscow with Boeing 707 equipment. The through jet service to Moscow will operate on Wednesdays, leaving New York at 8 p.m. and arriving Moscow at 3:30 p.m. the next day.

Air France is operating direct all-cargo DC-4 service between Paris and Berlin via Frankfurt on Tuesdays, Thursdays and Fridays.

Quebecair has decided to purchase an additional F-27 turboprop and may order another six aircraft within the next two years. The carrier is presently operating three of the aircraft. Another Canadian airline, **Pacific Western Airlines**, has plans to purchase three to five F-27s.

United Air Lines is providing three daily roundtrip DC-8 jet flights from Seattle-Tacoma along the Pacific coast. One trip is operated to Los Angeles, and two to San Francisco, with both flights continuing on to Los Angeles. UAL has also begun nonstop DC-8 jet service between Washington/Baltimore and San Francisco.

The British Aircraft manufacturer **Vickers Armstrongs Ltd.** reports that the new Vanguard turboprop can handle over 8,000 pounds of freight in addition to a load of 139 passengers.

The French independent **TAI** begins Los Angeles-Tahiti DC-7 service on May 7. Flights will depart from Los Angeles every Saturday. Until the new airport at Papeete, Tahiti, is completed in October, TAI will fly to Bora-Bora via Honolulu.

Trans-Australia Airlines has ordered a third Lockheed Electra turboprop which is slated for delivery in August.

Cubana, last year, flew 1,242,115 cargo ton miles and 156,981 mail ton miles.



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From The Rostrum



C. B. Newman, in his first speech since being named director of the Air Transport Association's passenger and freight services department, addresses the Dayton, O. Chamber

of Commerce on the growth of air freight.

To begin with, there seems to be a lot of misunderstanding and confusion about just what kind of service it is that the airlines are offering today with their air freight operations.

Too frequently, for example, when I am talking about air freight with businessmen—men, incidentally, who use air freight a lot, some of our best customers in fact—the question comes up: "What's the difference between air freight and air express?" Or they ask—"Why do you use the terms air cargo and air freight?" "Aren't they the same?"

Whenever these situations arise, I can't help but feel that we in the airline industry haven't done all we can to make it crystal clear just what this

air freight service really is and how it works. So I would like to dwell just a moment on the term *air freight service*.

First, let's clear up this use of the words *air cargo* and *air freight*. *Air cargo* is the whole pie; *air freight* is just a piece of that pie. In short, everything that an airplane hauls—passengers excluded—is classified as *air cargo*. That means air mail, air parcel post, which is a part of air mail, air express and air freight.

The point I want to emphasize is that there really is a difference between these services—a big difference. *Air freight* is a distinctive and exclusive service apart from the others. It is the only *air cargo* operation performed exclusively by the airlines without a tie-in with the Post Office Department or the Railway Express Agency. Moreover, air freight is a complete service package. It includes a vast pick-up and delivery operation through contractual arrangements between the airlines and cartage operators across the nation which make possible a door-to-door service to all ship-

So much for definitions.

Much has been done by the sched-

uled airlines in this field and tremendous progress has been made even though, when compared with the total freight movements, the amount of cargo now being carried is not great.

Since the end of World War II, air freight has been the fastest growing category of air traffic. In 1946, the first full year of air freight operations, the certificated airlines operated 15 million freight ton-miles. By 1959, this figure has increased 39 times, to about 595 million. Air freight now accounts for about 14 per cent of the total ton-miles performed in scheduled services.

Comparison of the increase in air freight with similar increases in certain industries, usually regarded as growth industries, really points up how well the airline industry has done in that field.

The following is illuminating:

	1946	1958	Times Increased
Air Freight ton-miles (millions)	15	595	38.7
Nylon fabrics (millions of yards) . .	5.4	74.3	12.8
Frozen fruit juice (millions of pounds) . .	25.1	369.2	13.7

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From the Rostrum . . .

The industry has approximately 135 aircraft capable of all-cargo service. One-third of these are late model, piston-engine aircraft. About one-half of the industry's air freight volume is now carried in combination aircraft. We do not have adequate figures to describe the present industry-wide capacity to move freight in this way. As an indication of potential capacity, the DC-8, in addition to a full passenger load, has as much cargo capacity on a transcontinental flight as an entire DC-4.

More aircraft are being converted from passenger configuration for all-cargo use as they are replaced by turbine aircraft.

Available equipment has imposed a rather high floor on the level of air cargo rates. However, there certainly has been no ceiling on the level of service which the industry provides. Through imagination, energy, know-how and promotional effort, the industry developed a cargo service unmatched in the history of transporta-

tion. This service is characterized by a number of important elements. The first, obviously, is speed. The industry's air cargo service now provides dependable 24-hour delivery to all of the five thousand points in this country, and correspondingly speedy service to important points anywhere in the world.

Another important element of the air cargo services is the smooth carriage provided by air transportation. Tests made by the National Safe Transit Committee demonstrated that cargo transported by air receives a smoother ride, by a wide margin, than by any other form of transportation. This is important from a dollar and cents viewpoint.

Take the case of the precision machine people in Cincinnati. And I'm referring to big machinery-precision lathes, dies and presses that weigh as much and more than a bull elephant. Shipping these machines by air freighter has become almost standard practice. Why? It was discovered that air shipment decreases the hazard of jiggling and jarring common to surface travel and yard movements—and also eliminated the time and money for specialists needed at destination points to readjust the delicate precision tools.

Another important element of the airlines' air cargo service is the integrated nature of that service. The scheduled airlines of this country, through interline arrangements with each other and with foreign-flag airlines, offer shippers an integrated world-wide network of transportation not even approximated by any other form. Every city of any size in this country enjoys air cargo service to every other such city, and to every important foreign city. In using this service, the shipper enjoys the advantage of a simplified, uniform air bill—an achievement unmatched by any other form of transportation. He also needs only to consult one single consolidated tariff to determine the rate, routing and conditions of carriage to any point in the United States. The airlines' extensive internal communications systems, involving thousands of miles of privately-leased lines, are available to provide an ease of tracing shipments which is unmatched in any other form of transportation. In case of loss or damage, the shipper or receiver may, by reason of air carrier interline arrangements, obtain payment of his claim from any air carrier who might have been involved in the handling of the shipment. In view of these closely integrated operations, it comes as no surprise to know that over thirty per cent of today's air cargo traffic moves over the lines of two or

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more airlines in its movement from origin to destination.

Unlike their surface brethren, the airlines did not even consider attempting to operate an air freight service without providing local pick-up and delivery. When the air freight system was established shortly after World War II it was promptly accompanied by the activation of an industry corporation called Air Cargo, Inc., whose job it was to provide local pick-up and delivery all over the country. This is provided by contract with more than 350 local cartage operators, and it is on this basis that the airlines are able to provide door-to-door service at all 5000 of the points which receive cargo service.

So much for what is going on now. Recognizing the expanding character of the air freight market, many improvements are being built into the present system. Three carriers have ordered new cargo aircraft, the Canadair CL-44. Twenty-six DC-7's are being converted from their present passenger configuration to an all-cargo configuration. Other carriers are investigating available cargo aircraft as well as the possibility of converting passenger transports. The industry is now conducting a very extensive review of the possibilities of through service, including a single shipping document and through rates and standard liabilities, to be provided in co-operation with line haul truckers to many additional points, including about 1500 military installations. Extensive work is being done on containerization in the interest of improving the handling of freight both on the ground and in the airplane. Containerization has been found to be particularly useful in the air movement of household goods, and is expected to be used extensively. Electronic reservations systems, originally developed to deal with passenger reservations, are being expanded for use in cargo traffic management. A great deal of work is being done throughout the country in the development of cargo terminals. Industry-wide studies are being made, and in connection with airport improvements, modern cargo terminals are being built.

The promotion of the use of this air freight transportation system has been about as hard a sales job as anyone has undertaken. Air freight rates average out at about 22 cents. The airlines' freight salesmen, therefore, have been competing with transportation rates by surface carriers averaging from 10 to 50 per cent of the air freight rates, depending upon the service. The job of selling air freight has thus called for the utmost in

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From the Rostrum . . .

energy, imagination and ingenuity. Air freight transportation, of course, has for many years been used for emergency shipments of all kinds, but it was clear at a very early time that an air freight system could not be based upon that type of shipment—there are just not enough emergencies. Consequently, the objective has been to fit air freight transportation into the routine, normal movement of goods throughout the country and abroad.

Basically, the salesman had three things to sell—speed, ease of movement and reliability. Consequently, in his exploration of distribution methods, he had to find ways by which these elements could be utilized, and he developed what is sometimes called the "total distribution cost," or the "integrated system" approach. These rather formidable terms simply mean that the cargo salesman makes a detailed study of a potential customer's distribution methods from the time the product comes off the production line until it is delivered to the customer. He then endeavors to recommend changes involving the use of air freight which

would reduce total distribution cost. It is in this fashion that a high percentage of the present 595 million ton-miles of air freight have been developed.

The distribution cost, of course, reaches far and beyond the price tag on transportation alone. It includes money spent for marketing, sales, advertising, warehousing, insurance, materials, handling, taxes, packaging, elements of capital investment, and inventories. It is not only good business sense, but it is also just plain common sense, that if we can cut down on any one of these expenses, the reduction is going to have a direct effect on the profit side of any business.

As you review these items of distribution cost, it is plain that many of them can be reduced by the speed of air freight. Consequently, air freight is a new key to open a door that can lead to a whole new distribution system concept. It is a growing and important new service that needs to be more closely examined by every person who has anything to ship—it needs to be examined in a new light and

put to a fairer test of its utility.

The air freight salesman cannot merely go to the industrial traffic manager of a corporation and sell his service. He must examine the customer's distribution system as a whole and if he finds opportunities for air freight use, he must make people change their ways. There is probably no harder task than to convince someone who has been performing a particular operation in a particular way for a long time that a better way is available to do it.

Some progress is being made as indicated by this variety of freight on the airbills of one air carrier during a single 24-hour period: rugs, clothes hangers, artificial flowers, alarm clocks, knitting needles, hairnets, bread, slot machines, night gowns, canned lobsters, dried eggs, furs, harness and saddles, ribbon, crochet yarn, horses, vanilla beans, umbrellas, combs, fabrics, furniture, mohair, rouge, quick-silver, overcoats, cigars and cigarettes, paint brushes, perfume, fishing tackle, hosiery, corsets, garters, lipstick, shotguns, electric railroad motors, radio station equipment and steam engines.

At this point, in view of the description of air freight service and progress

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Philadelphia: Enterprise 6383 • San Francisco: PLaza 7-1243 • Washington National Airport: STerling 3-8278

which has just been made, someone might well inquire as to what the problem is; why are we talking about further development of that part of our industry. The problem is just this. With all the struggle I have just described, we are still moving what amounts to an infinitesimal part of the total freight movement and there are obvious opportunities for this part of our industry to expand greatly. Our efforts to develop this business would be greatly aided and greatly speeded if there were available a cargo aircraft that could be used sharply to reduce the rates we must charge.

If nothing is done at this point, the airlines will continue the efforts that they are now making to develop this phase of the business, and they will develop it, and they will ultimately acquire good cargo airplanes. Ultimately air freight volume will be high enough to justify the development from scratch of cargo aircraft that will sharply reduce costs. But, based upon our past experience and the difficulties I have described, that will take some time. From all sides we hear that the development of a top-notch fleet of cargo airplanes is an urgent national defense requirement.

This being the case, the country cannot rely upon the natural development of this phase of our industry but must take special steps to see to it that this development is accelerated.

Channeling this commercial type cargo traffic of the military to the commercial carriers would serve, probably more than any other single factor, as a catalyst to accelerate the development and acquisition by the airlines of modern cargo aircraft. It would create a powerful demand for such aircraft and it would substantially assist the carriers in realizing the earnings needed to finance the purchase of such aircraft.

The recommendation that MATS concentrate on the hard-core military requirements, and permit the commercial airlines to move routine traffic will mean that both of the members of the civil-military team will be strengthened.

In a world at war, the cargo aircraft represent thousands of tons of military goods streaking to the battle zones; the merchandise of destruction.

In a world at peace, the very same air freighters spell tons upon tons of commonplace goods which men eat or wear or enjoy; the merchandise of construction.

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	Milan-Turin Geneva-Zurich Rome	.30	2200
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		.30	2200
		.34	100
	.31	2200	
Adding and/or Computing Machines & Parts	London	.32	100
	Milan-Turin Geneva-Zurich Rome	.30	6600
		.33	100
		.30	6600
		.34	100
	.31	6600	
Radio, TV and Comb. Radio TV & Radio Phono. Electrical Household Appliances & Parts.	London	.36	100
	Milan-Turin		
	Geneva-Zurich		
	Frankfurt	.37	
	Rome		
	Madrid		
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SOUTHBOUND				NORTHBOUND			
629	675	623	725	Read Down	Read Up	724	624
22 50	83 30	01 25	00 15	Le ROCHESTER (EST) Ar	05 57	08 19	07 00
	00 10	00 10	00 10	Le BUFFALO Ar	04 45	05 23	06 59
	01 55	00 45	00 45	Le GRAND RAPIDS Ar			06 46
	01 00	00 45	00 45	Le LANSING Ar			06 03
	01 00	00 45	00 45	Le SAGINAW Ar			04 38
	01 00	00 45	00 45	Le FLINT Ar			03 56
	01 00	00 45	00 45	Le CLEVELAND Ar			23 50
	01 00	00 45	00 45	Le YOUNGSTOWN Ar			00 20
	01 00	00 45	00 45	Le PITTSBURGH Ar			
	01 00	00 45	00 45	Le TAMPA Ar			
	01 00	00 45	00 45	Le MIAMI (EST) Ar			

Italics indicate departure or arrival times of connecting flights.

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WESTBOUND				EASTBOUND			
821	841	831	801	Read Down	Read Up	800	820
23 10	23 30	23 45	From New York	Le NEW YORK, Newark (EST) Ar	02 25	03 14	To New York
01 25	01 25	01 25	00 00	Le NEW YORK, LaGuardia Ar	00 35	03 32	04 22
01 50	01 50	01 50	00 00	Le PHILADELPHIA Ar	00 13	00 12	02 22
	01 28	01 49	00 05	Le WASHINGTON Ar			02 22
	02 03	02 24	00 05	Le DETROIT (EST) Ar			02 22
	02 25	02 46	00 05	Le CHICAGO, Midway (CST) Ar			02 22
	02 50	03 13	00 05	Le CHICAGO, O'Hare (CST) Ar			02 22
	03 35	03 58	00 05	Le MILWAUKEE Ar			02 22
	04 55	05 18	00 05	Le MINNEAPOLIS ST. PAUL (CST) Ar			02 22

SOUTHBOUND				NORTHBOUND			
802	822	842	862	Read Down	Read Up	861	841
23 10	23 30	23 45	23 50	Le NEW YORK, LaGuardia (EST) Ar	04 38	05 10	04 40
01 25	01 25	01 25	01 25	Le NEW YORK, Newark (EST) Ar	04 38	05 10	04 40
01 50	01 50	01 50	01 50	Le PHILADELPHIA Ar			04 40
	01 28	01 49	00 05	Le DETROIT Ar			04 40
	02 03	02 24	00 05	Le CLEVELAND Ar			04 40
	02 25	02 46	00 05	Le PITTSBURGH Ar			04 40
	02 50	03 13	00 05	Le WASHINGTON Ar			04 40
	03 35	03 58	00 05	Le KNOXVILLE (EST) Ar			04 40
	04 55	05 18	00 05	Le MEMPHIS (EST) Ar			04 40
				Le ATLANTA (EST) Ar			04 40
				Le BIRMINGHAM (EST) Ar			04 40
				Le MOBILE (EST) Ar			04 40
				Le NEW ORLEANS (CST) Ar			04 40

PEOPLE

Vic Raso has been appointed district cargo sales manager for TSA-Transcontinental in New York. Prior to joining TSA, Raso was district sales supervisor, New York, for AAXICO Airlines. He has also been affiliated with Capital Airlines and Airways Air Freight Forwarding Company.

Mario Furnari has joined Riddle Airlines as manager-international division. He will handle coordination of Riddle's international shipments and liaison work with airlines, shippers, freight forwarders and the general public concerning international traffic.

Furnari was previously director-general of Latin American traffic for Air Express International.

George D. Hext is Airborne Freight Corporation's new district manager in Atlanta. Formerly a cargo sales representative for Delta Air Lines in Atlanta, Hext had been responsible for organizing and implementing DAL's air cargo sales and promotion programs.

On the west coast, Airborne announced the appointment of **Robert A. Perrenoud** to manager, international division, of the Los Angeles office. Simultaneously, **J. V. Garcia** was advanced to vice president, Green Scott and Company, an international freight forwarder and Airborne subsidiary.

Hendrik S. Leopold has been appointed sales manager, and **Henry A. Del Castillo** operations manager for the midwest division of Pan-Maritime Cargo Service, Inc. in Chicago.

Leopold, who was formerly district manager for Air Express International, will direct Pan-Maritime's expanding sales program throughout the midwestern states.

Del Castillo's last post, also with Air Express International, was operation's manager in Chicago.

Kenneth Gibson is a new member of the British Overseas Airway Corp.'s cargo sales staff in Los Angeles. Gibson previously spent eight years with the export cargo department of British European Airways at Manchester's Ringway Airport.

Eddie Holohan, who has served as manager of charter sales for The Flying Tiger Line, has been switched to

manager of military and international affairs with headquarters in Washington, D.C. He will represent the carrier in military contract negotiations and in assignments affecting foreign airlines and governments.

John A. Lundmark, the Air Transport Association's assistant vice president-traffic, has been named executive secretary of the Air Traffic Conference of America.

Stauffer Chemical Company announces that **George A. Coffenberg** and **Leland D. Smith** have been appointed assistant directors of transportation. They will both continue to carry their present responsibilities in New York and Houston, respectively.

In addition, **Louis F. Delmerico** has been appointed traffic manager for Stauffer. He will be based in New York.

Robert E. Keith has been boosted to director of Traffic for the Colgate-Palmolive Company.

The Campana Corp. has advanced **Edson E. Baldwin** to director of traffic and warehousing.

Edward Glassmeyer has been elected director of the Emery Air Freight Corp. Glassmeyer is vice president and director of Blyth & Co., an investment banking concern, and is also a vice president and governor of the Investment Bankers Assoc. of America.

Thomas M. Miller is Delta Air Lines' new vice president-traffic and sales. He will head up all the company's sales activities.

D. G. Edmondson, Jr. has been advanced to district sales manager for Piedmont Airlines at Charlotte, N.C. He will represent Piedmont in the Charlotte district which includes Hickory, Morganton, Lenoir, Statesville, Southern Pines, Pinehurst, Fayetteville, Myrtle Beach and all points south.

Daniel L. Connell has been named to the post of San Francisco district sales manager for Western Air Lines. Connell joined Western in 1946 and has been the company's industrial sales manager in southern California since 1955.



VIC RASO



MARIO FURNARI



GEORGE D. HEXT

New Products and Processes



Elevating Tailgate Aids High Lift Truck

H. S. Watson Company has manufactured an elevating tailgate called the Weightlifter for use in conjunction with high-lift-body trucks. The elevating tailgate provides loading to and from ground level, when the body is resting on the truck frame. This type of elevating tailgate is said to mount easily and conveniently with any high lift body, because of its bumper-floor extension principle. The Weightlifter tailgate has optional electrohydraulic or P.T.O. hydraulic drive. It has 1300 pound lifting capacity, and the platform is power closed.

For additional information, write H. S. Watson Company, 1316—67th Street, Emeryville 8, Calif.

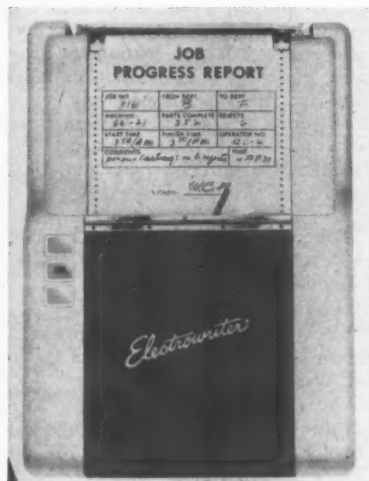
Comptometer Enters Electrowriter Field

Comptometer Corp. has marketed an electrowriter instrument which

transmits written messages or sketches to any point, over telephone or radio circuits.

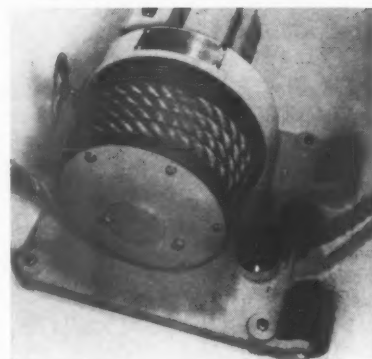
The transmitting party writes with a ball point pen on plain or form paper; as the pen is moved, the remote receiver, or receivers, instantly reproduces the copy as it has been written. Any number of electrowriters can be interconnected, and can be placed within plants or offices, permitting message service only, or alternate written messages and voice service.

For complete information, write Comptometer Corporation, Communications and Electronics Division, 5600 Jarvis Avenue, Chicago 48, Illinois.



Air Cargo Equipment Offers Tiny Cargo Rope Winch

Air Cargo Equipment Co. has published a four page brochure, describing the new Model 51 Rope Winch. The



Model 51 can reduce handling time and increase the overall efficiency whether shipments are heavy cargo or bulky palletized loads. The winch was designed specifically to enable a minimum work crew to load and unload heavy cargo in the shortest possible time.

One man equipped with the winch can move and maneuver five-ton skid loads without fear of accident. The 67 pound unit exerts a single line draw bar pull of 2,500 and retracts rope at any rate of speed up to 26 feet per minute. Rope guide rollers permit any pull-off angle and prevent rope-lock. The Winches are available with either 28 volt, DC or 400 cycle AC motors.

For additional information, write Air Cargo Equipment Company, 1121 East Colorado Street, Glendale, Calif.

Northwestern Offers Agile, Compact, Tug

Northwestern Motor Company has come up with a small powerhouse, called the TOW-MITE. It weighs only 750 pounds and is powered by a four-horsepower gasoline engine. It is considered ideal for moving materials in confined

In '59, "CARIBE CARGO" carried 4,758,032 lbs. of cargo



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Now in '60 "Caribe Cargo" offers lowest rates on daily New York-San Juan flights and regular flights to Aruba, NWI.

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NEW YORK—Cargo Bldg. 84,
N.Y. International Airport, OLYMPIA 6-8080

SAN JUAN—P.R. International Airport, San Juan 9-0037

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Interline connections to Virgin Islands, the Caribbean and all the U.S., and Charter Flights anywhere in the world.



quarters where power, compactness and agility are required. The low center of gravity and compactness permit the TOW-MITE to turn on a 38 inch wheel radius. Dual rear tires give traction and three forward speeds provide a combination of power for starting heavy loads and enough speed for rapid movement. The speed control and brakes are operated by foot pedals. The transmission is a heavy duty Borg-Warner and the clutch engages automatically.

For complete information on the TOW-MITE, write to Northwestern Motor Co., Eau Claire, Wisc.

Radio Controlled Tractor For Three-in-One Operation

A three-in-one tractor, permitting walkie, rider, or remote control operations has been announced by the Automatic Transportation Company. The model UTE, with radio control incorporated, has a remote control range of approximately 100 feet.

A miniature transmitter, 5¾ inches by 1½ inches by 2½ inches, can be held in the hand, slipped into a pocket,



Remote Control



Walkie

or clipped to the users belt. It is battery powered and has a built-in antenna. A pressure sensitive button is held to operate the tractor in the first travel speed (only); to stop the tractor, the button is released.

The fully transistorized receiver, 6" x 4" x 3", is mounted on the tractor. It, too, has its own antenna. Since the units are self contained, a number of radio controlled tractors can be operated in the same building, each using a different frequency.

The UTE tractor is equipped with a pivoted handle which allows easy conversion to an operator led walkie. After the order picking operation, the opera-

tor can ride the tractor at normal speeds to the shipping dock where the trailers are unhooked.

For further information, write Automatic Transportation Company, 119 West 87th Street, Chicago, Ill.

TECHNICAL LITERATURE

Lewis-Shepard Brochure Shows Ways To Save Space

A new Lewis-Shepard Case History Bulletin describes how a book pub-

lisher and a warehouse increased storage capacity by 50 percent. The two-color-four-page presentation, illustrates with action shots, all phases of the operation of new materials handling techniques for faster and more economical operation as well as the gained storage space.

For copies of Case History Bulletin 273-1, write to Lewis-Shepard Products, Inc., Department R10-5, 125 Walnut Street, Watertown, Mass.

Use Of LP-Gas Described For Industrial Trucks

Hyster Company has recently published a four-page brochure illustrating typical liquid petroleum gas fuel system installations. LP-Gas fuel systems

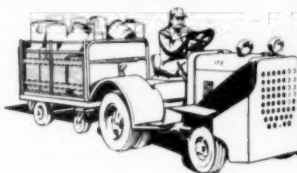
costs go down when freight flies high on
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Air cargo flies with passenger speed throughout the Americas on Braniff. With these advantages for you:

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- Helps meet peak demands and sudden market changes
- Lowers distribution costs
- Opens production bottlenecks
- Opens the way to new markets
- Provides better customer service

All Braniff flights (including the new BOEING 707-227 El Dorado Super-Jets and jet-power Electras) carry air freight, air express and air mail. For swift, on-time delivery to 51 cities in the U.S.A. and 10 in Latin America, get in touch with your nearest Braniff office or freight forwarder.

*propeller aircraft



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Miami, Florida

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P.O. Box 48-1427, Miami, Florida

Send for schedules and fares

LACSA  **AIRLINES**
National Flag Carrier of Costa Rica
P.O. Box 48-1427, Miami, Florida

are offered as optional equipment on every Hyster lift truck, from 2,000 through 40,000 pounds capacity. As explained in the brochure, liquefied petroleum gas is preferred as a lift truck fuel because it offers clean, smokeless combustion as well as smooth performance.

Copies of the brochure may be obtained from Hyster Company, P. O. Box 846, Danville, Illinois.

**Heavy-duty Cargo Tie-down
From Aeroquip**

Aeroquip has developed a new cable tensioner for heavy duty cargo tie-down. The cable tensioner is a hand-operated device that enables heavy loads to be quickly and positively secured. Up to 5,000 pounds of tension can be applied to the cable by one man. The Tensioner automatically locks when maximum tension has been reached. The tensioner takes a fixed length of cable at one end and an adjustable removable cable at the other end. Tubular spacers adjust the removable end.

Operating strength of the assembly is 40,000 pounds. The weight of the tensioning unit is approximately 30 pounds. Dimensions are 30 inches by 5 3/4 inches by 4 3/4 inches. Cable used is 3/4 inch in diameter.

For additional information, write CLB-105, Advertising Department, General Logistics Division, Aeroquip Corp., 2929 Floyd Street, Burbank, Calif.

ON THE DOCKET

APRIL

Air Freight Forwarders Association,
Annual Dinner Meeting, Waldorf
Astoria Hotel, New York, N.Y.,
April 8.

Milan Trade Fair, Milan, Italy, April
12-27.

Air Cargo, Inc. (contractors' advisory
board), Washington, D.C., April
19-20.

1960 German Aviation Show, Hanover
Airport, Hanover, Germany, April
24-May 3.

Air Traffic Conference Meeting,
Muehlebach Hotel, Kansas City,
Mo., April 26-28.

National Retail Merchants Association
(board of directors of traffic group),
Somerset Hotel, Boston, Mass.,
April 26-28.

MAY

**Aviation Writers Association, Annual
Meeting,** Ambassador Hotel, Los
Angeles, Calif., May 1-4.

**3rd Western Regional Material Hand-
ling Show and Packaging Caval-
cade,** Great Western Exhibit Cen-
ter, Los Angeles, Calif., May 11-13.

City of Philadelphia Aviation Day,
Philadelphia International Airport,
Philadelphia Pa., May 29.

JUNE

**7th Annual Material Handling Course
& 3rd Annual Packaging Course,**
Industrial Management Center,
Lake Placid Club, Essex County,
New York, June 12-25.

**Inventory Planning And Control
Course,** Industrial Management
Center, Lake Placid Club, Essex
County, New York, June 19-25.

1960 Chicago International Trade Fair,
Navy Pier Exposition Hall, Chi-
cago, Ill., June 20-24.

JULY

**Western Packaging & Materials Hand-
ling Exposition,** Pan Pacific Audi-
torium, San Francisco, Calif., July
19-21.

Advertiser's Index

Air Express International Corp. . .	35
Air France	10
Alitalia Airlines	29
Atlantic Transfer Co.	24
Braniff International Airways, Inc. .	33
British Overseas Airways Corp. . .	13
Capital Airlines, Inc.	30
Continental Air Lines, Inc.	18
Delta Air Lines, Inc.	27
Flying Tiger Line, Inc.	19
Hawker Siddeley Aviation Div., Armstrong Whitworth Aircraft, Ltd.	3
KLM Royal Dutch Airlines, Inc. . .	23
Lacsa Airlines	34
Lufthansa-German Airlines	2
CMA-Mexicana de Aviacion	34
National Airlines, Inc.	6
North Central Airlines	26
Pan American-Grace Airways, Inc. .	30
Pan American World Airways (Clipper Cargo)	36
Riddle Airlines, Inc.	25
Sabena Belgian World Airlines . .	8
Seaboard & Western Airlines, Inc. .	28
Swissair	4
Trans Caribbean Airways, Inc. . .	32
United Air Lines, Inc.	1

AIR CARGO

GUIDE SECTION - APRIL, 1960

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

TABLE OF CONTENTS

AIRCRAFT CHARTS—Dimensional limits per shipment	G-17—G-25
AIRLINES DECODING	G-48
AIRWAYBILL PREFIX NUMBERS	G-48
ANIMALS (Carrier's Conditions of Acceptance)	G-26—G-28
CODES and SYMBOLS	G-45
EMBARGOES	G-16
FLIGHT SCHEDULES—DOMESTIC and INTERNATIONAL . .	G-31—G-42
GREYHOUND (AIR-BUS-AIR) INTERCHANGE	G-15
PICK UP and DELIVERY	G-2—G-15
MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds per square foot).	G-46
MAXIMUM WEIGHT PER PIECE BY AIRCRAFT	G-47
TELEPHONE NUMBERS (Air Freight Information)	G-2—G-15
UNUSUAL SHIPMENTS (Conditions of Acceptance).	G-29—G-30
U. S. A. and CANADIAN CITY DIRECTORY	G-2—G-15

See PART II MARCH-APRIL FOR LISTINGS BELOW

AIRCRAFT CHARTS	63
AIR MAIL	
U. S. — DOMESTIC AIR PARCEL POST	2
First Class Air Mail Rates	87
U. S. International Air Parcel Post	88
AIR EXPRESS	3
AIR FREIGHT	3
CONVERSION TABLES — Currency	8
Pounds to kilograms and kilograms to pounds	7
Kilogram rate to pound rate	6
CARRIERS TERMS	
Acceptance of Live Animals and Unusual Shipments	24
Acceptance of Human Remains	25
Acceptance of Perishables	25
Acceptance of Unusual Shipments	25
DOCUMENTARY REQUIREMENTS (By Country)	10
INTERNATIONAL STATION DIRECTORY	35
RATES	
Alaskan General Commodity	34
Minimum Charges (U. S. Domestic Scheduled Carriers)	33
Specific Commodity — Transatlantic	83
Transpacific	86
U. S. A. — Latin America	82
U. S. A. — Alaska General Commodity	34
U. S. A. Domestic General Commodity	26
World Wide General Commodity	72
Valuation Charges and Insurance (International)	5
RESTRICTED ARTICLES AND LABELS	22

U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted

④ indicating freight service only or
indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by

⑤ indicating freight service only or
⑥ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by

A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.

A—available at airport only

C—available in city only

AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ARHDEEN, N. C.	20P	See Pinehurst, N. C.									
ARHDEEN, S. C.	ARH	NO	BAIRdine 2-6639	3	200	C	A	MSF		No Service Available	
ARHDEEN, WASH.	HRM	WA	General 5-6661	3	150	C	A	C		No Service Available	
ARLHNE, TEXAS	ABT	CO	08-2-287	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADR	CN	FDair 2-5787	3	200	C	C	DAL		No Service Available	
AINSWORTH, NEB.	AKW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	TYler 6-2315	9	250	C	A	AC		.65	1.75
	CA	AA	TYler 6-2302	3,4	250	C	A	AC		.65	1.75
	JA	AA	TYler 6-2344	9,10	200	C	A	AC		.65	1.75
	UA	AA	TYler 6-2353	Served Through Cleveland, Ohio						.65	1.75
ALAMAGORDO, N.M.	1893	CO	TYler 6-2341	6	200	C	A	ELF		.65	1.75
ALAMOGA, CALIF.	ATG	FL	HO 9-6311	22	200	C	A	ELF		.50	1.10
ALBANY, N.Y.	ABY	AA	HE-2-0925	9,10	200	C	A	DBN		No Service Available	
	3D	AA	HE-6-2412	3	100	C	A	DBN		.45	.95
	EA	AA	Union 9-5361	9,5	200	C	C	AC	G	.60	1.60
	FT	AA	Union 9-5361	7,8,19	200	C	C	AC		.60	1.40
	MO	AA	Albany 4-8223	Served Through Newark, N.J.						.60	1.40
	TV	AA	Union 9-5339	9,3	200	C	C	AC		.60	1.40
	CO	AA	Union 9-5379	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	CO	Plana 3-4232	3	150	C	PD	AC		No Service Available	
ALBUQUERQUE, N.M.	ABQ	CO	Chapel 2-223	3,22	300	A	A	ELP		.60	.85
	FL	CO	Chapel 7-1473	3,9	200	A	A	ELP		.40	.85
	TV	CO	3-1705	8,7	250	A	A	ELP		.80	.85
	DL	CO	4471	9,3	300	C	C	BTH		.75	1.50
ALEXANDRIA, LA.	ARE	TI	CO-4-0557	19	300	A	A	PHL	G	.60	1.60
ALEXANDRIA, PA.	ARE	TV	COngress 4-0599	19	400	A	A	PHL		.60	1.60
	UA	CO	COngress 4-0512	6	200	A	A	PHL		.60	1.60
	FL	CO	393	3	200	C	C	DEN		No Service Available	
ALLIANCE, WER.	ATA	FL	393	3	200	C	C	DEN		No Service Available	
ALPINE, NEB.	HPF	AL	HO-9-204	3	150	C		PIT	G	.55	1.75
ALTOONA, PA.	A00	BN	DR-6-9373	9,10,52	500	C	C	DAL	G	.80	1.35
A AND M COLLEGE, TEX.	—	CN	Dlake 3-5830	3	200	C	C	DAL		.80	1.35
AMARILLO, TEX.	AMA	TV	DR 4-4326	3	22	C	DAL	DAL		.80	1.35
	—	TV	Dlake 2-551	8	250	C	C	DAL		.80	1.35
ANAHETM, CALIF. @	ANA	LX	20	200	C		LAX			Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131	1000	A	A	AC			1.00	2.00
	CT @	AA					AC				
	WA	IN	6,10,19A	2000			AC			1.00	
	IN	IN	27531	10,4,8			AC			1.00	2.00
	EA	CA	CA-6-0231	19	200	C	A	ATL	G	.35	.75
ANDERSON, S.C.	AND	—	See Detroit, Mich.								
ANN ARBOR, MICH.	—	FA	Alamo 6-5238	11	1500					No Service Available	
ANNETTE ISLAND, ALASKA	ANN	AA	Alamo 6-5238	3	100					No Service Available	
ANNESTON, ALA.	ANN	BL	Apple Valley 7-209	3	200			LAX		No Service Available	
APPLE VALLEY	APV	NO	Regent 9-1133	3	200					No Service Available	
APPLETON, WISC.	ATY									No Service Available	
ARCATA, CALIF.	ACV	PC	141	200	C	C	DAL			No Service Available	
ARCWORE, OKLA.	ACV	CN	2-2406	150	A	C	INT	G		.60	1.20
ASHEVILLE, N.C.	AVL	CA	AL 2-7403	200	A	C	INT			.60	1.20
	FL	AL	AL 25061	100	A	C	INT			.60	1.20
ASHLAND, KY.	HTV	PA, PI								Apply Huntington Rates	
ASHLAND, WISC.	ASK	NO	Widnook 2-6653	200	C					No Service Available	
ASTORIA, ORE.	AST	MC	Minut 1-2551	150	C	A	C			No Service Available	
ATRENS, GA.	ARN	CO	1-181366	3	100			ATL		.65	1.35
ATHOL, MASS.	ORE	See Orange, Mass.									
ATLANTA, GA.	ATL	CA	Poplar 1-8811	3,22,8	250	A	A	C		.50	1.60
	DL	CA	Poplar 6-5315	15,9,3,5,10,8,19,14,4,53A	6000	A	A	C		.50	1.60
	FA	CA	PG-7-0221	7,8,16,10,19,52,9	500	A	A	C		.50	1.60
	RD	CA	Poplar 6-9397	10,6,52	200	A	A	C		.50	1.60
	BD	CA	Poplar 6-2711	4000	A	A	C			.50	1.60
	3D	CA	Poplar 6-5321	200	A	A	C			.50	1.60
	TV	CA	Poplar 9-9655	0	250	A	A	C		.50	1.60
ATLANTIC CITY, N.J.	ACT	AL	Pleasantville 2458	3,19	150	A	A	PHL		.80	2.10
	FA	AL	Pleasantville 2500	19	200	A	A	PHL		.80	2.10
AUDUBON, ME.	12M	See Lewiston, Me.									
AUGUSTA, GA.	AGS	DL	2-8814	9,3	200	C		ATL	G	.75	1.50
	DL	CA	2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 2-1351	3	200	A	C	PMW		.50	1.00
AUSTIN, TEX.	AUS	BN	HO-5-5461	5,9	200	C	C	SAT	G	.50	1.25
	TT	CA	HO-5-5318	3,22	200	A	SAT			.50	1.25
	QMA	CA	HO-5-5318	3	150	C	C	SAT		.50	1.25
BAIE COMEAU, P.Q.	BYC	WC	Zimth 461	3	400					No Service Available	
BAKER, ORE.	BKF	UA	Export 9-2921	9	200	C	C	LAX	G	.40	.95
BAKERSFIELD, CALIF.	BFL	UA	Export 9-2921	3,19	200	A	C	LAX	G	.40	.95
BALTIMORE, MD.	BAL	AA	3-13,50A	6000	A	A	C			.75	1.60
	AL	AA	Southfield 1-1300	150	A	A	C			.75	1.60
	CA	AA	Southfield 7-1063	4,22	250	A	A	C		.75	1.60
	DL	AA	Southfield 6-2100	200	A	A	C			.75	1.60
	FA	AA	Midberry 5-7718	19,8,10	200	A	A	C		.75	1.60
	NA	AA	Southfield 1-0603	9,6	200	A	A	C		.75	1.60
	NE = (Service Suspended)										
	PA = (Service Suspended)										
	RD = (Service Suspended)										
	TM	AA	Southfield 1-1350	19,40	200	A	A	C		.75	1.60
	UA	AA	Southfield 6-7600	9,23	100	A	A	C		.75	1.60

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick up and Delivery	
										Per 100 Lb.	Minimum
BANGOR, ME.	BGR	NE.	7314	3	200	A	A	C		.50	1.00
BAR HARBOR, ME.	BHB	NE Seasonal	Normandy 7-2873	3	200	C				No Service Available	
BARRE, VT.	MPV	See Montpelier, Vt.								Seasonal	
BARTLESVILLE, OKLA.	BVO	CO.	Federal 6-7147	3	200	C	C	PRC		.55	1.10
		CL.	636	3	200	C	C	PRC		.55	1.10
BASTIN, ZTC.	GEY	See Greybull, Wyo.									
BATON ROUGE, LA.	BTR	DL.	Elgin 5-4491	9,3	300	C	C	C	G	.55	1.25
		EA.	EL 5-2581	19,9	200	C	C	C		.55	1.25
		SO.	EL 7-1488	3	100	C	C	C		.55	1.25
BATTLE CREEK, MICH.	BTL	NO.	Woodward 3-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBS	See Saginaw, Mich.									
BEAUFORT, N.C.	MRI	See Morehead City, N.C.									
BEATRICE, NEB.	BIE	FL.	CA 3-5312	3	200			OMA		No Service Available	
BEAUMONT, TEX.	BPT	DL.	TE-3-741	3	300	C	A	C	G	.55	1.50
		EA.	TE-3-4573	19,9	200	C	A	C		.55	1.50
		TT.	TE-3-1425	3	100	C	A	C		.55	1.50
BECKLEY, W. VA.	BWV	PI.	Clifford 2-2314	3	120	C	C	CVG		No Service Available	
BEEVILLE, TEX.	NIR	TT.	FI-8-4727	3	150	C				No Service Available	
BELLEFONTAINE, PA.	FSB	See Phillipsburg, Pa.									
BELLINGHAM, WASH.	BLL	NO.	Elgin 5-4479	3	200	C	C			No Service Available	
BELLOIT, WIS.	BVL	NO.	Plaza 1-5009	3	200	C	C			No Service Available	
BEMIDJI, MINN.	BMI	WA.	Lincoln 8-3118	3	150	C	C	FLX		No Service Available	
BEND, ORE.	BEM	NO Seasonal	WA 7-3118	3	200	A	C			No Service Available	
BENTON HARBOR, MICH.	BHN	NE Seasonal	Milan 2011	3	200	A		TAM			
BERLIN, N.H.	BML	See Seasonal	5991	3	200	A					
BERMUDA	BDA	FAA	1055	6,10,50	600			A			
BETHLEHEM, PA.	ABE	See Allentown, Pa.									
BIG SPRING, TEX.	BOS	CO.	Amhurst 4-8971	3	200	C	C	SAT	G	.40	1.00
BILLINGS, MONT.	BTL	FL.	Alpine 2-3466	3	200	C	A	GTF	G	.50	1.25
		WA.	Alpine 2-161	4,6,11	300	C	A	GTF		.50	1.25
		WA.	Alpine 2-5161	3	200	A	A	GTF		.50	1.25
BILKOT, MISS.	BIM	See Gulfport, Miss.									
BINGHAMTON, N.Y.	BOM	EA.	9-1544	19	200	C	C	SVN	G	.45	.95
		FT.	Binghamton 9-1591	23	10000	C	C	SVN		.50	1.00
		NO.	7-1453	19	200	C	C	SVN		.50	1.00
		TV.	9-1576	19	250	C	C	SVN		.50	1.00
BIRMINGHAM, ALA.	BHM	CA.	Worth 1-6192	3,22,8	250	A	A	C		.60	1.20
		DL.	ELric 2-9605	9,5,7	400	A	A	C		.60	1.20
		EA.	MO-1-4631	8,7,19,9,10,52	200	A	A	C		.60	1.20
		SO.	MO-1-3737	3	100	A	A	C		.60	1.20
BISBEE, ARIZ.	BIB	See Douglas, Ariz.								No Service Available	
BISMARCK, N.D.	BIS	FL.	CA-3-3272	3	200	A	A	NBP		No Service Available	
		NO.	Capital 3-5640	3	200	A	A	NBP		No Service Available	
		WA.	Capital 3-7400	4,6	400	A	A	NBP		No Service Available	
BLOOMINGTON, ILL.	BMI	CE.	5-2840	3,54	200					.45	1.25
BLOOMINGTON, IND.	BNG	LC.	Valley 5-2611	3	200	C					
BLUEFIELD, W. VA.	BIF	PI.	Davenport 7-6141	3	200	C					
BLYTHE, CALIF.	BIZ	DL.	16-5-3	3	100	C	C	SAN		No Service Available	
BOALISUA, IKA	BKA	SO.	Regent 5-6343	3	200	C				No Service Available	
BOISE, IDA.	BOI	UA.	Boise 3-2521	9,5,6,10	400	C	A	SFO	G	.40	.85
		WC.	Boise 2-3661	3	150	A	A	ORD		.40	.85
BORGER, TEX.	BOD	ON.	Liberty 2-2818	3	200	A	A	ORD		No Service Available	
BOSTON, MASS.	BOS	AE.	Liberty 2-5470	9,5,19,10,52,50A	6000	A	A	AC		.70	1.60
		AET	Hibbard 2-2025	3	550						
		AF.	Copley 7-5350	3	200	A	A	AC		.70	1.60
		AZ.	Hancock 6-2373	3	460	A	A	AC		.70	1.60
		MA.	11,6	3	1100	A	A	AC		.70	1.60
BOWLING GREEN, KY.	BWG	EA.	Logan 4-4466	8,7,19,10,52	200	A	A	AC		.70	1.60
BOZEMAN, MONT.	BZN	FT.	Logan 7-6161	23	10000	A	A	AC		.55	1.25
BRADENTON, FLA.	BRQ	NO.	E. Boston 7-6600	9,3	200	A	A	AC		.70	1.60
BRADFORD, PA.	BFD	WA.	Logan 7-7600	9,5,6,52	400	A	A	AC		.70	1.60
		FAA	Logan 7-4300	3,6,22	200	A	A	AC		.70	1.60
		ND (Service Suspended)	HD 2-1747	6,10,50	400	A	A	AC		.70	1.60
		TC.	Liberty 2-6070	2A	200	A	A	AC		.70	1.60
		TM.	Copley 7-2225	8,19	400	A	A	AC		.70	1.60
		UA.	Logan 7-5500	5,10,6,15	6000	A	A	AC		.70	1.60
BOULDER CITY, NEV.	BID	See Las Vegas, Nev.									
BOWLING GREEN, KY.	BWG	EA.	VI-2-1601	19,9	200	A	A	BMA	G	.35	.50
BOZEMAN, MONT.	BZN	WA.	Juniper 6-6026	4	200	C	C	GTF		No Service Available	
BRADENTON, FLA.	BRQ	See Sarasota, Fla.									
BRADFORD, PA.	BFD	AL.	2-3951	3,19	150	C				.55	1.50
BRADY, TEX.	BBD	TT.	2110	3	200	C				No Service Available	
BRAINERD, MINN.	BNO	NO.	9511	3	200	C	C			No Service Available	
BRANDON, MAN.	BRN	TC.	5328	3	200	C	C			.50	1.00
BRECKENRIDGE, TEX.	BKD	AA.	Edison 7-1279	9	500	A		C	G	.60	1.35
BRIDGEPORT, CONN.	BOR	NY.	19	3	200					.60	1.35
		CA.	South 2-2310	3	150	C	C	TNT	G	.50	1.10
BRISTOL, VA.	TRI	PI.	South 4-2129	3	100	C	C	TNT	G	.50	1.10
		SO.	30	3	200	C	C	TNT	G	.50	1.10
BROOKINGS, S.D.	BRO	NO.	Merrile 2-2721	3	200	A	A	OMA		No Service Available	
BROWNVILLE, TEX.	BNO	BN.	Lincoln 2-7431	3	200	A	A	AC		.35	.75
		EA.	11-1696	9	200	A	A	AC		.35	.75
		FAA	2-5360	6	500	A	A	AC		.35	.75
BROWNWOOD, TEX.	BWD	TT.	6882	3	150	C		DAL		No Service Available	
BRUNSWICK, GA.	BSI	DL.	107	3	200	C	C	C	G	.40	.85
		EA.	MEIrose 3-3861	19	200	C	C	C		.40	.85
BRUSH, TEX.	CLL	CO.	VI-4-6789	3	200	C	C	SAT	G	.55	1.10
BUFFALO, N.Y.	BUF	AA.	Plaza 6007	9,5,15,10,52	6000	A	C	AC	G	.50	1.65
		AL.	Spring 4800	3	150	A	C	AC		.50	1.65
		CA.	Plaza 2240	3,4,8,22	250	A	C	AC		.50	1.65
		FT.	Plaza 3071	Served through CLE/BOM	10000	A	C	AC		.50	1.65
		MO.	Spring 8282	3	200	A	C	AC		.50	1.65
		NO.	Plaza 3000	9,3	200	A	C	AC		.50	1.65
BURBANK, CALIF.	BUR	See Los Angeles, Calif.									
BURLEY, IDA.	BVI	WC 850A	Orchard 8-402	3	150	A	A	OPT		No Service Available	
BURLINGTON, IOWA	BHL	CE 515	Plaza 2-4262	3,54	200	A	PIA	PIA		.50	1.50
BURLINGTON, VT.	BTV	EA.	4-6314	7,8,19	200	A	A	AC		No Service Available	
		NE.	4-5745	3	200	A	A	AC		No Service Available	
BURNS, ORE.	BNO	WA.	5101	3	150	C	C	POK		No Service Available	
BUTTE, MONT.	BTM	WA.	6489	4	200	A	A	GTF	G	.55	1.25
		WA.	6555	9	200	A	A	GTF		.55	1.25
CALGARY, ALTA.	TYC	TC.	Amerat 9-1381	3,18,13,22,12	200	C	C	C		.50	1.00
		CP.	Amerat 2-4970	9	200	C	C	C		.50	1.00
		WA.	Chattview 7-0116	3	200	C	C	C		.50	1.00
CALUMET, MICH.	---	See Houghton, Mich.									
CAMBRIDGE, MD.	CSH	See Houghton, Mich.									
CAMBRIDGE, MASS.	---	See Boston, Mass.									
CAMDEN, ARK.	CDW	TT.	754-5786	3	150	C				No Service Available	
CAMDEN, N.J.	CAL	See Philadelphia, Pa.									
CANTON, OHIO	CAK	See Akron, Ohio									
CAPE GIRARDEAU, MO.	COI	CE Suspended	5-064	3,54	200	C	A	JTL			
CAPE HAT, N. J.	WAD	AL (Service Suspended)									
CARLEISAD, N. M.	CHM	CO.	Thede 3-2992	3	200	C	C	ELP		No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

U.S.A. AND CANADIAN CITY DIRECTORY											
CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Meteor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CAMPBELL, CALIF.		See Monterey, Calif.									
CASPER, WYO.	CFR	WA	J-3777	9	200	C	C	LOR	G	.85	1.25
CATTLEHEAD, N. C.	YOG	FP	J-3777	9	200	C	C	REN	G	.85	1.25
CEDAR CITY, UTAH	CGC	BL	J-3777	9	200	C	C	LAX	G	No Service Available	
CEDAR FALLS, IOWA		See Waterloo, Iowa									
CEDAR RAPIDS, IOWA	CTD	GA	Empire 4-2481	9	200	C	C	ORA	G	.85	1.25
		UA	Empire 4-1103	9	200	C	C	ORA	G	.85	1.25
CHATHAM, NEB.	CDR	FL	2-2055	3	200	C	C	DEN	G	No Service Available	
CHAMPAIGN, ILL.	CMT	CE	6-7271	3,54	200					.85	1.25
CHARLESTON, ILL.		See Mattoon, Ill.									
CHARLESTON, S.C.	CRS	EA	4-3311	19,9,10	400	A	C	C	G	.75	1.50
		NA	Shelwood 4-4296	9	400	A	C	F	G	.75	1.50
CHARLESTON, W. VA.	CMW	AA	Dickens 6-204	9	250	A	A	CVG	G	.85	1.45
		CA	2-R07	3,22,8	250	A	A	CVG	G	.85	1.45
		EA	D16-0308	19,7,9	300	A	A	CVG	G	.85	1.45
		FI	Dickens 6-0091	3	300	A	A	CVG	G	.85	1.45
CHARLOTTE, N.C.	CLT	DL	Express 9-0771	9	400	A	A	INT	G	.85	1.25
		DL	Express 9-0487	9,8,14	4000	A	A	INT	G	.85	1.25
		EA	EX-9-3331	8,7,19,9,10,52	500	A	A	INT	G	.85	1.25
		FI	Nexpress 9-3371	3	100	A	A	INT	G	.85	1.25
		SO	EX-9-3474	3	100	A	A	INT	G	.85	1.25
CHARLOTTESVILLE, VA.	YSK	MAR	TJ-1	1,3,8	100	A	A	A			
CHARLOTTESVILLE, VA.	YSK	DC	2-5158	3	100	A	A	LOGA			
CHATTANOOGA, TENN.	CHA	BN	MA 23701	9	200	C	C	C	G	.65	1.30
		CA	7-1101	22,8	250	C	C	C	G	.65	1.30
		DL	MA-2-8336	9,3	400	C	C	C	G	.65	1.30
		EA	MA-9-6101	19,9,7,10,52	200	C	C	C	G	.65	1.30
CHRYSLER, MINN.	PMN	CA	1499	3,4	150	C		E		.25	.75
CHRYSLER, WYO.	CRS	FL	2-0551	3	200	A	C	DEN	G	.60	1.25
		UA	7-7222	9	200	A	C	DEN	G	.60	1.25
		WA	8-8916	6	200	A	C	DEN	G	.60	1.25
CHICAGO, ILL.											
Midway Airport	MDW	AF	Reliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AA	State 1-1250	7	200	A	A	AC	G	.70	1.75
		BN	Portsmouth 7-5028	5,9,10,52,1	2000	A	A	AC	G	.70	1.75
		CA	Portsmouth 7-2266	3,4,22	250	A	A	AC	G	.70	1.75
		CO	Gladstone 5-6310	10,12	200	A	A	AC	G	.70	1.75
		DL	PO-7-1800	9,5,10, 1-A	6000	A	A	AC	G	.70	1.75
		EA	Reliance 5-8211	10,7,19,32,9	200	A	A	AC	G	.70	1.75
		FT	Portsmouth 7-8200	23	10000	A	A	AC	G	.70	1.75
		LC	Portsmouth 7-180	3	200	A	A	AC	G	.70	1.75
		LI	Andrew 3-6070	3	200	A	A	AC	G	.70	1.75
		NO	LDL 5-1020	3,9	200	A	A	AC	G	.70	1.75
		NW	Randolph 6-9962	11,10,4,6,52,2	300	A	A	AC	G	.70	1.75
		OE	LDL 5-1952	3,54	200	A	A	AC	G	.70	1.75
		RD	LDL 5-4040	1	10000	A	A	AC	G	.70	1.75
		TV	Randolph 6-3646	22,8	400	A	A	AC	G	.70	1.75
		RD	Diamond 2-7666	8,7,19,32,3	4000	A	A	AC	G	.70	1.75
		NA	Portsmouth 7-5100	9,5,15,10,6	6000	A	A	AC	G	.70	1.75
O'Hare Field	MDW	AA	Gladstone 5-4308	9,5,50A	6000	C	A	C	G	.70	1.75
		RA	Diamond 2-7744	10	1100	C	A	C	G	.70	1.75
		DL	DL-5-4310	5,9,10,52,1,50A	500	C	A	C	G	.70	1.75
		CO	Portsmouth 7-2266	3,4,22	250	C	A	C	G	.70	1.75
		DL	National 5-5445	50	500	C	A	C	G	.70	1.75
		DL	National 5-6602	9,53	300	C	A	C	G	.70	1.75
		NA	Reliance 5-8211	7,10,19,32,9	200	C	A	C	G	.70	1.75
		NO	LDL 5-1020	3,9	200	C	A	C	G	.70	1.75
		NA	DF 2-4900	10,50	600	C		C			
		TV	Diamond 2-7666	8,19,50	400	C	A	C	G	.70	1.75
		NA	Gladstone 5-3125	9,5,10,5,5	400	C	A	C	G	.70	1.75
CHICO, CAL.	CIC	FC	Fireline 2-3007	3,19	200	C	C	C	SFO	No Service Available	
CHICAGO, MINN.		See Hibbing, Minn.									
CINCINNATI, OHIO	CVO	AX-(Service Suspended)	Dixie 1-5600	9,5,10,15,52	6000	C			G	.65	1.60
		DL	Dixie 1-5886	9,1-8,3,5,10,19	6000	C	C	C	G	.65	1.60
		EA	Dixie 1-4300	7,52	200	C	C	C	G	.65	1.60
		LC	Dixie 1-4450	3	400	C	C	C	G	.65	1.60
		RD	Starfield 1-4319	3	400	C	C	C	G	.65	1.60
		RD-(Service Suspended)			100						
		TV	Dixie 8794	8,19	400	C	C	C		.65	1.60
CLARKSBURG, W.VA.	CRB	CA	Victor 2-3531	3	150	C	C	C	PIT	.70	1.40
CLARKSTON, WASH.	CRS	See Lewiston, Idaho								No Service Available	
CLARKSVILLE, TENN.	CTY	BE	Highway 9-318	3,54						No Service Available	
CLEARFIELD, PA.	CRB	See Phillipsburg, Pa.									
CLEARWATER, FLA.	PIE	See St. Petersburg, Fla.									
CLEVELAND, OHIO	CLE										
		AA	Ochert 1-5421	9,5,10	600	A	A	AC	G	.85	1.95
		AX-(Service Suspended)	Tower 2-3216	3,19	150		A	A		.85	1.95
		CA	Clearwater 1-0913	4,8,22	250	A	A	AC		.85	1.95
		SA	CL-1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT	Winton 1-5777	23	10000	A	A	AC		.85	1.95
		LC	Clearwater 2-5050	3	200	A	A	AC			
		NO	Winton 1-2462	11,6	300	A	A	AC		.85	1.95
		RD	Clearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC	Superior 1-5999	22A	200	A	A	AC		.85	1.95
		TV	Winton 1-9700	8,19	400	A	A	AC		.85	1.95
		UA	Clearwater 1-5200	9,5,15,6,10	6000	A	A	AC		.85	1.95
CLIFTON, ARIZ.	CFT	See Gafford, Ariz.									
CLINTON, IOWA	CVI	CE	Chapel 3-2122	3,54	200	C				No Service Available	
CLINTONVILLE, WIS.	CLI	NO	Valley 3-2210	3	200	C	C			No Service Available	
CLIVIS, N.M.	CVS	CO	Porter 3-6212	22	200	C	C	ELP		.40	.85
CODY, WYO.	COO	FL	LDL	3	200			CRF		No Service Available	
CODR D'ALENCE, IND.	CDE	See Indianapolis, Ind.						GEH		No Service Available	
COLLEGE STATION, TEX.	COL	See Bryan, Tex.								No Service Available	
COLORADO SPRINGS, COLO.	COS	BN	ME 4-6321	9	200	A	C	DEN	G	No Service Available	
		CN	Metrolase 5-1586	3	200	A	C	DEN	G	No Service Available	
		CO	Metrolase 3-6688	3,62,10	200	A	C	DEN	G	No Service Available	
COLUMBIA, S.C.	CBI	DL	Gibson 4-3173	3,54	200	C	A			No Service Available	
COLUMBIA, MO.	CAE	DL	4-1186	9,3	400	C	C	ATL	G	.50	1.10
		EA	6-1603	19	200	A	C	ATL	G	.50	1.10
COLUMBUS, GA.	CSD	DL	PA-7-7458	9,3	400	C	A	ATL	G	.50	1.00
		EA	Fairfax 7-2625	19,9	200	C	A	ATL	G	.50	1.00
		SO	PA-6-2093	3	200	C	A	ATL	G	.50	1.00
COLUMBUS, MISS.	UMS	SA	PA-8-4900	100	100					No Service Available	
COLUMBUS, OHIO	CMH	AA	Belmont 1-8277	9,5	600	A	C	E	G	.70	1.75
		AX-(Service Suspended)									
		DL	Belmont 1-4329	3,5	300	A	C	C		.70	1.75
		EA	Belmont 1-4329	8,9,10,8	200	A	C	C		.70	1.75
		LC	Belmont 7-5431	3	200	A	C	C			
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U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
COLUMBUS, OHIO (Continued)	CMH	PI.	Belmont 2-2545	2	100	A	C	C	G	.70	1.75
		RD (Service suspended)									
		TV.	Capital 1-7866	2, 7, 19, 23	1500	A	C	C		.70	1.75
		WA.	RE 5-3711	5, 6	200	A	C	C		.70	1.75
CONCORD, N.H.	CON	NE.	Capital 5-2541	2	200	A	A	FMH		No Service Available	
COOS BAY, ORE.	COB	See North Bend, Ore.								No Service Available	
CORBIN, KY.	102	See London, Ky.									
CORCOVA, ALASKA	CVK	PA.	4, 8							1.00	1.00
CORNING, N.Y.	122	See Elmira, N.Y.									
CORONA, CALIF.	CNF	LA.	20.		200						
CORPUS CHRISTI, TEX.	CRP	BN.	TH-2-8431	9	500	A	A	C	G	.50	1.00
		DA.	TH-2-0331	19, 9	200	A	A	C		.50	1.00
		TI.	TH-2-5456		150	A	A	C		.50	1.00
		TL.	Down 5-3423		200	C				No Service Available	
CORTEZ, COLO.	CZC	See Albany, Ore.									
CORVALLIS, ORE.	CVO	See Omaha, Neb.									
COUNCIL BLUFFS, IOWA	CBF	CF.	JO 6-2644	9	200	C	C	C		.25	.60
CRANBROOK, N.C.	YAC	PA.	2771	3, 19	200	C	C	OTH		No Service Available	
CRISFORD CITY, CAL.	CRF	CR.	6-2403		150	C	C	A		.25	.75
CROSSLAND, MD.	CSE	WA.	6-2403		150	C	C	A		.25	.75
CUT BANK, MONT.	CTB	AA.	PL-7-391	9, 5, 15, 10, 52, 50A	10000	DL Interchange	A	C	G	.45	1.25
DALLAS, TEX.	DAL	BN.	PL-1-5622	52, 5, 9, 15, 10A	2000	A	A	C		.45	1.25
		CO.	PL-2-9031	9, 3	200	A	A	C		.45	1.25
		DL.	Fleetwood 2-2631	1, 3, 5, 10, 6, 5, 15, 22	6000	A	A	C		.45	1.25
		TI.	PL-1-3334	3	150	A	A	C		.45	1.25
		UT.	Hickory 6-4727	3	200	C					
DANVILLE, ILL.	DNV	LA.	744	19	200	C				.55	1.10
DANVILLE, VA.	DAN	PI.	SW 2-5771	3	100	C	C	RIC		.55	1.10
DAVENPORT, IOWA	MEI	See Moline, Ill.									
DAWSON CITY, Y.T.	YDA	CF.	CTA	3	200		C	C		.25	.60
DAWSON CREEK, B.C.	YDC	CF.	6-9		500	C	A	C	G	.60	1.45
DAYTON, OHIO	DAY	AA.	Twin Oaks 2-5111	10, 5	300	C	A	C		.60	1.45
		DL.		3	200	C	A	C		.60	1.45
		LO.	Twin Oaks 2-585		200	C	A	C		.60	1.45
		WA.	HE 4053	3, 6, 19	400	C	A	C		.60	1.45
		WA.	TV 2-4082		200	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	LA.	CL-2-5541	19, 9, 6, 15	200	A	A	JAX	G	.70	1.50
		NA.	Clinton 2-0566		200	A	A	JAX		.70	1.50
		CE.	2-7741	3, 6	200					.45	1.10
DECATUR, ILL.	DEC	See Montrose, Calif.									
DEL MONTE, CALIF.	MEY	See Montrose, Calif.									
DELTA, COLO.	MTJ	See Silver City, N. Mex.									
DEMING		See Sherman, Tex.									
DEMING, TEX.	JMI	See Sherman, Tex.									
DENVER, COLO.	DEN	BN.	BA-2-7011	5, 3, 10, 52	500	A	A	C	G	.55	1.30
		ON.	Dexter 3-4228	3	200	A	A	C		.55	1.30
		CO.	Plat 2-7711	3, 6, 10, 22, 50	200	A	A	C		.55	1.30
		FL.	Florida 5-3515	8, 7	250	A	A	C		.55	1.30
		TV.	DMiley 5-1606		250	A	A	C		.55	1.30
		WA.	Dexter 3-7744	9, 5, 15, 6, 10	6000	A	A	C		.55	1.30
		WA.	BA 2-1853	6	200	A	A	C		.55	1.30
DESIDER, IA.		TI.								No Service Available	
DES MOINES, IOWA	DUM	BN.	CL-2-0711	9, 3	500		A	OMA	G	.45	1.00
		CE.	Atlantic 8-3654	3, 6	200	A	A	OMA		.45	1.00
		CE.	Atlantic 8-6711	9, 6, 10	300	A	A	OMA		.45	1.00
DETROIT, MICH. (Willow Run)	YIP	AA Service suspended.									
		CA.	Woodward 3-8900	3, 4, 8, 22	250	A	A	AC		.65	1.75
		EA.	Logan 3-8400	9, 7, 10, 19, 42	200	A	A	AC		.65	1.75
		LO.	Winter 2-8481	3	200	A	A	AC		.65	1.75
		NO.	Winter 3-3410	9, 3	200	A	A	AC		.65	1.75
		NO.	Winter 3-0620	2, 9	200	A	A	AC		.65	1.75
		TV.	Woodward 3-2252	8, 19, 7, 5	400	A	A	AC		.65	1.75
		WA.	Winter 3-3440	9, 5, 15, 10	6000	A	A	AC		.65	1.75
DETROIT (Metropolitan-Wayne County)	DTW	AA.	Winter 2-6900	9, 5, 15, 10, 52	6000	A	A	AC	G	.65	1.75
		AL.	Whitney 2-9000	3, 19	150	A	A	AC		.65	1.75
		MO.	W-2-3439	53, 5, 9	400	A	A	C	G	.60	1.45
		DL.	Crestwood 4-1500	23	10000	C	A	AC		.65	1.75
		FT.	Logan 2-9520	11, 6, 10, 15A, 2	2000	A	A	AC		.65	1.75
		WA.	Logan 2-7110	10, 50	6000	C	A	AC		.65	1.75
		FAA	Woodward 3-1000	1	6000	C	A	AC		.65	1.75
DEVILS LAKE, N.D.	DVL	NO.	Mhank 2-2721	3	200	C	C			No Service Available	
DICKINSON, N.D.	DIK	FL.	5732		200	A	A	GFK		No Service Available	
DENVERLAND, CALIF.		TX.	Winter 3-3321	30	200		C	MEC	G	.65	1.25
DODGE CITY, KAN.	DDC	CA.	5-1200	19, 9	200	A	A	FFN	G	.40	.85
DOTHAN, ALA.	DDN	SO.	2-4870	3	100	A	A	FFN	G	.40	.85
DOUGLAS, ARIZ.	DUG	AA.	Empire 4-3437	5	250	C	C	AC	G	.35	.75
DOUGLAS, WYO.	DOW	See Cheyenne, Wyo.									
DOVER, OHIO	DND	LC.	New Philadelphia 4-2729	3	200						
DUBOIS, PA.	DSB	See Philipsburg, Pa.									
DUBUQUE, IOWA	DMQ	CE.	3-9441	3, 56	200	C	A			.65	1.50
DULUTH, MINN.	DIN	NO.	Randolph 2-6633	3, 9	200	C	C			.70	1.50
DUNCAN, OKLA.	DNC	ON.	Alpine 5-5800	3	200	A	C	DAL		.50	1.00
DURANGO, COLO.	DND	FL.	Clerry 7-2399	3, 9	200	C	C	DEN		No Service Available	
DURHAM, N.C.	DDU	EA.	3-9241	7, 8, 19	200	C	A	C	G	.70	1.50
		PI.	91981	3	100	C	A	REDU-R	G		
EARLTON, ONT.	YER	TC.	22A		200	C	C			No Service Available	
EASTON, PA.	ARE	See Allentown, Pa.									
EAT CLARE, WIS.	EAC	TC.	2496	3, 9	200		C			No Service Available	
EDINBURGH, TEX.	EMK	TT.	MT-4-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YED	TC.	28131	13, 3, 12, 22A, 7A	200	C	C	C		.50	1.00
		WA.	55-2120	6	200	C	C	C		.50	1.00
		VA.	Omstead 5-4197	6	200	C	C	C		.50	1.00
		CF.	564711	1, 3, 9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE.	VPS	SO.	25111	3	200					.75	1.50
EL CENTRE, CAL.	IFL	BL.	Elgin 2-4218	3	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	EID	TT.	UN 3-7273	3	150	C	C	MMH		No Service Available	
ELIZABETH CITY, N.C.	EDG	CA.	2396	9	250	C		PIT		No Service Available	
ELKINS, W. VA.	ENK	NA.	1100	9	200	C	A	SFO		No Service Available	
ELKO, NEV.	EKO	CA.	Republic 6-5121	3	150	C	C	SYR	G	.40	1.10
ELMIRA, N.Y.	EIM	MO.	9-3656	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA.	Prospect 6-3301	5, 10, 52	600	A	C	AC		.35	1.10
		TT.	Prospect 6-1951	3, 5, 6, 22, 10	150	A	C	AC		.35	1.10
		TT.	3-1233	3	150	A	C	AC		.35	1.10
		UA.	Alphure 4-4478	9	200	C	C	SFO		No Service Available	
ELY, NEV.	ELY	ON.	Adams 4-3474	3	200	C	C	MEC		No Service Available	
ENID, OKLA.	ENO	WC.	Shoeline 4-2522	3	150		A	C	G	.40	1.10
ENHART, WASH.	ENH	AL.	3-1617	3, 19	150		A	C		.40	1.10
ENIZ, PA.	ENI	CA.	3-1129	3	250	C	A	C		.40	1.10
		LC.	Temple 8-2034	3	200	C	A	C		.40	1.10
		MO.	3-7754	9	200	C	A	C		.40	1.10

U.S.A. AND CANADIAN CITY DIRECTORY

QTY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Minimum
ESCANABA, MICH.	ESC	NO.	State 6-1362	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	NO.	Diamond 4-4221	9	300	A	A	GRH	G	.45	.95
		NO.	Diamond 5-8504	3	150	A	A	OTH		.45	.95
EUREKA, CAL.	ACV	PC.	Terrace 9-1521	3,19	200	C	C			No Service Available	
EVANSVILLE, IND.	EYV	EA.	Harrison 4-4771	9,3	300	A	A	C	G	.55	1.60
		EA.	Ha-2-7880	9,19,10	200	A	A	C		.55	1.60
FAIRBANKS, ALASKA	FAT	ASA	4220	3,5	1000					1.00	2.00
		NO.	2642	11,50	600						
		CP.	2198	3	200						
FAIRMONT, MINN.	FIM	NO.	New Bedford, Mass.					MSP		No Service Available	
FAIR RIVER, MASS.	FMR	NO.	Adams 3-2334	3	200	A	A				
FARGO, N.D.	FAH	NO.	5-4277	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N.M.	FMN	FL.	Davis 5-0681	3,9	200	C	C	DBN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CL.	Hillcrest 2-7306	3	200			MCX		.45	1.00
FAYETTEVILLE, N.C.	FAT	NO.	Hemlock 2-8197	9	200	C	A	ROU	G	.55	1.00
		PT.	HB 2-4171	3	100	A	A	ROU		.55	1.00
		NE.	2-6785	3	200	A	C	ORH		No Service Available	
FITCHBURG, MASS.	FIT	FL.	Prospect 4-6601	3	200	C		DOC		No Service Available	
FLAGSTAFF, ARIZ.	FLO	CA.	Edgar 5-4037	3,4,22	250	C		YIP		.50	1.50
FLINT, MICH.	FNT	See Sheffield, Ala.									
FLORENCE, ALA.	FLO	EL.	2-255	19				GMS	G	.35	
FLORENCE, S.C.	FLO	EL.	20	200						No Service Available	
FONTANA, CALIF.	FON	CP.	1,3,6,9	400							
FOUNTAINVILLE, P.Q.	YFE	See Fayetteville, N.C.									
FOUNTAINVILLE, N.C.	FAY	See Clarksville, Tenn.									
PORT CARPENT, KY.	PCP	CP.	2-0431	200						No Service Available	
PORT DODGE, IOWA	POD	NE.	Jackson 4-8631	6	200					.80	1.60
PORT LAUDERDALE, FLA.	FLA	EA.	Jackson 3-8546	7	200	C	A	MTA	A	.80	1.60
		EA.	Jackson 4-2503	5	200	C	A	AC		.80	1.60
		NA.	Jackson 2-1486	9,6	200	C	A	AC		.50	1.00
		NA.	Edison 5-9111	9,6	200	C	C	TPA		.50	1.00
		RD.	Edison 2-8061	6,9	200			C		.50	1.00
PORT NELSON, B.C.	YNE	CP.	See Vancouver, B.C.							No Service Available	
PORT PIERCE, WASH.	YPR	See Manhattan, Kan.									
PORT RILEY, KAN.	YPR	See Lawton, Okla.									
PORT SILL, OKLA.	LAW	BN.	Shinet 3-5171	9	200	A	A	MMH		.40	.85
PORT SMITH, ARK.	FSM	CR.	Shinet 2-3004	3	200	A	A	MMH		.40	.85
PORT STOCKTON, TEX.	EST	CP.	157	3	150	C		ELP		No Service Available	
PORT ST. JOHN, B.C.	YXS	CP.	117	6,9	500			C			
PORT WAYNE, IND.	PWA	DL.	Harrison 3352	3,9	200	A	C	TOL	G	.75	1.50
		TM.	Harrison 2204	19	400	A	C	TOL		.75	1.50
PORT WILLIAM, ONT.	YQT	UA.	Shenwood 3113	9,6	200	C	C	TOL		.75	1.50
PORT WORTH, TEX.	ACF	TC.	2-0641	22A	200	C	C			.50	1.00
		BN.	Atlas 4-2551	9,5,10,20A,52	600	A	A	DAL	G	.55	1.35
		BN.	AT-4-3261	9,5	500	A	A	DAL		.55	1.35
		CO.	Atlas 4-3861	3,22	200	A	A	DAL		.55	1.35
		CU.	Atlas 4-2871	3	200	A	A	DAL		.55	1.35
		DL.	Atlas 4-6111	9,3,5,10,55A	400	A	A	DAL		.55	1.35
		AT.	AT 4-3465	3	150	A	A	DAL		.55	1.35
FRANKFORT, KY.	LEX	See Lexington, Ky.									
FRANKLIN, PA.	FKL	DL.	Induscon 3-3125	3	150					.50	
FREDERICKTON, N.B.	YFC	TC.	6-13	22A	200	C	A	C		.50	1.00
FRESCO, CALIF.	FAT	TM.	Adams 7-6174	8	250	A	A	SFO	G	.60	1.50
		UA.	Clinton 1-5522	9	300	A	C	SFO		.60	1.50
FRUITBUSH BAY	FUB	MR.	1,3,4	500							
FULLERTON, CALIF.	FUL	EX.	20	200							
GADSDEN, ALA.	GAD	SO.	LI 6-5285	3	100					.70	1.60
GAINESVILLE, FLA.	GNV	EA.	FB-2-0481	19	20	A	C	JAX		.50	1.00
GALLUP, N.M.	GUP	FL.	Union 3-3312	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLG	AT.	5-5062	3	150					No Service Available	
GAMBELL, ALASKA	GAM	AS.	72	6,10	600	C	C	A			
GANDER, Nfld.	YQX	FAA	72	10	10	C	C	A			
		MR.	939	3,1,4	500	C	A	A			
		GR.	15	15	200	C	C	A			
		SN.	72	6	600	C	C	A			
		SR.	72	13,7A,22A	200	C	C	A		.35	.75
		TC.	713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	TC.	Bridge 6-5132	3	200	C	C	DBN		No Service Available	
GLADDAWATER, TEX.	GGO	See Longview, Tex.									
GLASGOW, MONT.	GGW	FL.	Academy 8-2446	3	200	C		GTF		No Service Available	
OLENDIVE, MONT.	GOV	EA.	Empire 5-3146	3	200	A	A	GTF		No Service Available	
OLENS FALLS, N.Y.	GFL	EA.	2-5855	19,8	200	C	C	ALB		No Service Available	
		MO.	2-1184	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YGR	TC.	6-2121	13	200			A		No Service Available	
GRAND CANYON, ARIZ.	VLE	PL.	(Seasonal)								
GRAND FORKS, N.D.	OFK	NO.	4-6629	4	200	C	A	A		No Service Available	
		NO.	2-1711	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL.	DU 2-2750	3,9	200	A	C	DBN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL.	Chapel 2-5879	3,9	200	C		DBN		.75	1.00
		CP.	Chapel 3-3112	6,5	200	C		DBN		.75	1.00
GRANDE PRAIRIE, ALTA.	YQU	CA.	2031	9	200	C	C	ATL	G	.40	.85
GRAND RAPIDS, MICH.	GRI	CA.	Cherry 3-0108	3,4,22	250	A	A	MMG	G	.55	1.35
		PT.	Cherry 1-2221	Served through DTW						.65	1.25
		LC.	Cherry 1-4477	3	200	A	A	MMG		.55	1.35
GREAT BEND, KAN.	GRB	NO.	Cherry 1-2441	3	200	C	C	MMG		.55	1.35
GREAT FALLS, MONT.	GTF	CO.	Gladstone 3-6776	3	200	C	C			No Service Available	
		NW.	Glendale 3-6501	6	200	A	A	AC	G	.55	1.00
		FL.	Glendale 3-4844	3	200	A	A	AC		.55	1.00
		WA.	Glendale 3-4395	6,9	200	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO.	GI 4-1386	3	150	A	A	AC		.55	1.00
GREENSBORO, N.C.	GSO	NO.	Hemlock 5-5366	3,22	200	C	C	C		.60	1.35
		EA.	Broadway 3-8646	3,22	150	C	A	INT	G	.75	1.50
		EA.	BB-5-6688	10,8,7	200	C	A	INT		.75	1.50
		FL.	CT 9-2141	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SO.	2-2612	3	150	C	A	INT		No Service Available	
GREENVILLE, S.C.	GRL	DL.	CS-2-8113	3	200	C	A	ATL		.40	.85
		FA.	9-3061	19,9,8,32,7	200	A	A	ATL		.40	.85
		SO.	Chad 3-0173	3	100					.40	.85
GREENWOOD, MISS.	GRW	SO.	2218	3	100	A	A	MMH		No Service Available	
GREENWOOD, S.C.	GRG	SO.	9-1911	3	100					No Service Available	
GREYSBULL, WYO.	GRE	See Worland, Wyo.									
GRINGSTONE	GRN	MR.	1,3,4	500							
GULFPORT, MISS.	GPT	NA.	University 4-1554	17	100	C	C	C	G	.55	1.10
		SO.	UN-4-2323	3	100	C	C	C		.55	1.10
GUNN, OKLA.	GNY	CH.	672	200				DBN		.50	1.00
GUNNISON, COLO.	GNC	FL.	145	3	200					No Service Available	
HAGERSTOWN, MD.	HGR	AL.	Regent 3-6700	3,19	150	C			G	.50	.75
HALIFAX, N.S.	YXF	TC.	2-411	13,22A	500	C	C	C		.50	1.00
		MR.	2-3306	3,1,4	500	A	A	A			

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
HAMILTON, ONT.	YYZ	TC.	See Newport News, Va.							1.10	2.00
HAMPTON, VA.	PHF	--	See Houghton, Mich.								
HANCOCK, MICH.	HNH	--	See Quincy, Ill.								
HANOVER, N.H.	LHB	--	See White River Jet, Vt.								
HANZEL, TEX.	HLR	TT.	GA 3-4200	3	150			SAT		.50	1.00
HARRISBURG, PA.	HAR	AL.	CBAR 8-9426	3,19.	150	A	C	BAL	G	.40	1.35
		CA.	CBAR 6-7995	3	150	A	C	BAL		.40	1.35
		TA.	CBAR 4-3136	19.	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CH.	Dixie 5-5479	200	200	C	C	STL		No Service Available	
HARRISBURG, VA.	SHD	PI.	Wayne Care 4-61	3	100	C	C	STL		No Service Available	
HARTFORD, CONN.	BDL	AA.	Jackson 2-6193	3,15,5,52	1000	A	C	C	G	No Service Available	
		EA.	Jackson 2-1854	19,5,10,7	200	A	C	C		.65	1.25
		FT.	Jackson 2-3147	23.	10000	A	C	C		.65	1.25
		NE.	National 3-4418	3	200	A	C	C		.65	1.25
		TV.	National 3-5981	8,19.	400	A	C	C		.65	1.25
		UA.	Chapel 6-5631	5,10,15,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL.	2-2312	3	200			OMA		No Service Available	
HATTIESBURG, MISS.	HBB	DL.	Zipper 2-1643	3	200	A	C	MSY		.50	1.00
HAUWONE, NEV.	YTH	BL.	Wilson 5-3219	3	200			SFO		No Service Available	
HAY RIVER, N.W.T.	YHT	CP.	Gladstone 5-6921	1,3,6,9	200						
		QEA.		1,3,6,9							
HAZLETON, PA.	HZL	AL.	Gladstone 5-6921	3	150					.50	1.25
HAVER, MONT.	HVR	FL.	1810	3	200	C	C	GTF		No Service Available	
HELENA, ARK.	HEE	WA.	5-2577	4	150			MEM		No Service Available	
HELENA, MONT.	HLN	WA.	Hickory 2-0012	200	200	A	A	GTF	G	.45	1.10
		WA.	Hickory 2-8550	9.	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N.C.	AVL	See Asheville, N.C.								.45	1.10
HERRIN, ILL.	HWA	See Marion Ill.									
HERRING, MINN.	HHR	NE.	General 3-7845	3	200					.65	1.25
HICKORY, N.C.	HKY	PI.	DI 5-3283	100	A	C		INT		No Service Available	
HIGH POINT, N.C.	GSO	CA.	5411	See Greensboro, N.C.							
		EA.	2-3346	See Greensboro, N.C.							
		PI.	3778	See Greensboro, N.C.							
		CO.	Express 3-3414	3	200	C		ELP		.65	1.25
ROBBS, N.M.	HOB	See Alamogordo, N.M.									
HOLLYMAN AIR FORCE	ALM	See Springfield, Mass.									
HOLYOKE, MASS.	RAF	22111	3	3						.75	1.00
HOMER, ALASKA	HOM	PN.	83256	6.	200		C	AC		.65	1.25
HONOLULU, T.H.	HNL	PA.	98-2211	11,10,50,4	9000		C	C			
		UA.	Honolulu 5-1811	6,5,3	200		C	C			
		NA.	8911	11,10	600		C	C			
		JL.	Honolulu 8-1811	6,10.	200		C	C			
HOPKINSVILLE, KY.	See Clarksville										
HORTON, WASH.	HGM	See Aberdeen, Wash.									
HOT SPRINGS, ARK.	HUT	CH.	National 4-1284	200		A		MEM			
		DL.	NA-1671	300	A	C		MEM		No Service Available	
		TT.	NA-8501	150	A	C		MEM		No Service Available	
HOT SPRINGS, S.D.	HGR	FL.	255	3	200	C	C	DFW		No Service Available	
HOUGHTON, MICH.	OMK	MO.	65	3	200					No Service Available	
HOUSTON, NE.	HOU	NE.	2284	3	200	A	C	C		.75	.75
HOUSTON, TEX.	HOU	AA.	Mission 9-1457	9.	250	A	A	C	G	.55	1.25
		BN.	OL 4-2686	9,5,52	900	A	A	C		.55	1.25
		CO.	OLive 4-8531	5,6,3,10,22	400	A	A	C		.55	1.25
		DL.	OLive 4-2646	5,10,19,53	400	A	A	C		.55	1.25
		EA.	OL 4-2661	9,10,1,19,52	200	A	A	C		.55	1.25
		NA.	Capitol 4-1701	10.	350	A	A	C		.55	1.25
		FAA.	OLive 4-8564	9,5	400	A	A	C		.55	1.25
		TT.	OL 4-4131	6,2	5000	A	A	AC		.55	1.25
HUNTINGTON, W.VA.	HTW	AL.	NI 3-1218	3	150	A	C	C		.55	1.25
		EA.	3-1331	3,19.	150	C	C	CVG	G	.50	1.60
		PI.	3-9476	19,9	200	C	C	CVG		.50	1.60
		CA.	GL 3-1356	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA.	Jefferson 4-4583	3,22.	150	A	A	BHM		.40	1.35
		EA.	4680	19,9.	200	A	A	BHM		.40	1.35
		SO.	JE 6-6383	3	200					.40	1.35
HURLEY, N.M.	SVC	See Silver City N.M.									
HURON, S.D.	HON	NO.	EL 2-2910	3	200	A	C	MSY		No Service Available	
		WA.	Elgin 2-6601	9.	200	A	C	MSY		No Service Available	
HUTCHINSON, KAN.	HUT	CO.	HC 2-6601	22,3.	200	C	C	MEM		.55	1.25
HYANNIS, MASS.	HYA	FL.	Spring 9-1600	3	200	A	A	OWB		No Service Available	
IDAHU FALLS, IDA.	IDA	CA.	Jackson 3-6574	3	200	A	C	GTF		.45	1.10
		WC.	Jackson 2-2695	3	150	A	C	GTF	G	.45	1.10
		WA.	Jackson 2-2695	9.	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL.	TV 2-780	3	200			DFW			
INDIANAPOLIS, IND.	IND	AA.	Chapel 1-2545	400	A	A	C	G		.65	1.35
		DL.	CH-1-3333	9,3,19,5	200	A	A	C		.45	1.35
		EA.	CH-4-9521	9,19,7,10	200	A	A	C		.45	1.35
		LC.	Chapel 1-8201	3	200	A	A	C		.45	1.35
		CE.	Helene 6-909	3,54	200	A	A	C		.65	1.35
		ED.	(Service Suspended)								
		TV.	ME 4-3438	8,19,8A	400	A	A	C		.45	1.35
INT'L FALLS, MINN.	IML	NO.	Atlas 3-3871	3	200	C	C	C		No Service Available	
INTONEN, CAL.	ITK	FC.		3	200	A	C			No Service Available	
IOWA CITY, IOWA	IOW	CE.	8-3604	3,54	200	A	C	FIA		No Service Available	
IRON MOUNTAIN, MICH.	IME	NO.	2575	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO.	741-4	3	200	C	C			No Service Available	
ITANCA, N.Y.	ITN	MO.	3351	9,3	200	C	C	STR	G	.50	1.00
JACKSON, MICH.	JXN	NO.	3Tate 9-6125	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL.	20866	9,3,7,8	400	A	C	MSY		.55	1.35
		SO.	28889	3	100	A	C	MSY		.55	1.35
		TT.	310	3	200	C	C	GTF		.55	1.35
JACKSON, WYO.	JAC	FL.	Elgin 6-0484	3,5,8	400	A	A	C	G	.65	1.25
JACKSONVILLE, FLA.	JAX	EA.	Elgin 6-5661	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA.	Elgin 3-1586	9,5,6,52	400	A	A	C		.65	1.25
		NE.	Elgin 5-6611	22.	200	A	A	C		.65	1.25
		ED.	(Service Suspended)								
		SO.	EL 4-7833	3	200	A	A	C		.65	1.25
JAMESTOWN, N.Y.	JMW	AL.	4118	3,19.	150	C		BUF		.50	1.35
JAMESTOWN, N.D.	JMS	NW.	199	4.	200	C	A	MSY		No Service Available	
JANESVILLE, WISC.	JVL	See Beloit, Wisc.								No Service Available	
JEFFERSON CITY, MO.	JEF	CE.	6-2350	3,54	200	C				.55	1.10
JOHNSON CITY, TENN.	JCI	See Bristol, Va.									
		SO.	(See Bristol, Va.)								
JOHNSTOWN, PA.	JST	AL.	9-1144	3,19.	200	C				.50	1.35
JOPLIN, MO.	JLN	MA.	Mayfair 3-7395	3	250	A	C	MSY	G	.40	.85
		CH.	Mayfair 3-2110	3	200	A	C	MSY		.40	.85
		CE.	Mayfair 3-1817	3,54	200	A	C	MSY		.40	.85
JUNEAU, ALASKA	JNU	AS.									
		ES.									
		PA.	6-1600	6	600						
		NI.	6-1655	4,8,16						1.00	1.00
JUNCTION CITY, KAN.	JNK	See Manhattan, Kan.									
KALAMAZOO, MICH.	KZO	LC.	Fireside 9-2669	3	200						
KALISPELL, MONT.	FCA	NO.	Fireside 9-2646	3	200	C	C			.55	1.10
KANAB, UTAH	KNA	CP.	SE 4-3052	3	200	C	C	GGG		No Service Available	
KANSAS CITY, MO.	MKC	BL.	109	3	200	C	C				
		BN.	Midway 4-5001	3	200						
		CO.	GR 1-4740	9,1,3,5,22,52	2000	A	A	AC	G	.70	1.60
		CE.	Grand 1-3705	3,10,22,50	200	A	A	AC		.70	1.60
		DL.	Baltimore 1-3955	3	200	A	A	AC		.70	1.60
		CH.	Grand 1-113	9,3	200	A	A	AC		.70	1.60

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO.	MKC	FL.	VI 2-6252	3.	200	A	A	C	. . . . .	.70	1.60
(Concluded)		CZ.	Grand 1-6515	3,54.	200	A	A	AC	. . . . .	.70	1.60
KEARNY, NEB.	EAR	UA.	Grand 1-4400	8,7,19,23,8A.	4000	A	A	AC	. . . . .	.70	1.60
KEENE, N.H.	KEE	FL.	Grand 1-1133	5,10.	200	A	A	AC	. . . . .	.70	1.60
KELOWNA, B.C.	YKX	NE.	CE 6-2921	3.	200	. . . . .	. . . . .	DEN	. . . . .	. . . . .	. . . . .
KENAI, ALASKA	ENA	HE.	1310.	3.	200	C	C	BOS	. . . . .	.65	1.10
KENNEWICK, WASH.	KCN	CP.	Elmwood 2-1030	3.	200	. . . . .	. . . . .	BOS	. . . . .	.25	.85
KETCHIKAN, ALASKA	KTN	PN.	6025.	3.	200	. . . . .	. . . . .	BOS	. . . . .	.75	1.00
KEY WEST, FLA.	ETW	See Puerto, Wash.	206.	3.	200	. . . . .	. . . . .	SAT	. . . . .	No Service Available	. . . . .
KILOORE, TEX.	OGG	TT.	CL 4-0950	11.	600	C	. . . . .	A	. . . . .	. . . . .	. . . . .
KIMBERLY, B.C.	YKC	PA.	3131.	8,16.	400	A	C	AC	. . . . .	No Service Available	. . . . .
KING SAISON, ALASKA	KSA	NA.	1138.	9.	200	. . . . .	. . . . .	A	. . . . .	No Service Available	. . . . .
KINGMAN, ARIZ.	IGM	See Longview.	CTpress 6-5510	9.	200	. . . . .	. . . . .	A	. . . . .	No Service Available	. . . . .
KINGSFORD, MICH.	KSF	CP.	LU 2-3511	9.	200	. . . . .	. . . . .	A	. . . . .	No Service Available	. . . . .
KINGSFORD, TENN.	KTF	BL.	4.	3.	200	C	C	LAX	. . . . .	.60	1.00
KODIAK, ALASKA	NKB	See Iron Mountain, Mich.	SKYline 3-3630	3.	200	. . . . .	. . . . .	LAX	. . . . .	No Service Available	. . . . .
KOKOMO, IND.	OKK	FL.	Circle 6-4107	3.	See Bristol. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
KOTzebue, ALASKA	KZB	30 See Bristol.	30.	3.	See Bristol. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LACONIA, N.H.	LAC	Jackson 3-5006.	242.	3,9.	200	. . . . .	. . . . .	HEU	. . . . .	No Service Available	. . . . .
LA CROIX, WISC.	LGE	WC.	TU 4-7332	3.	150	A	C	OTH	. . . . .	.55	1.50
LA FAYETTE, IND.	LFT	AA.	7-6264.	9,5.	500	C	C	CHA	U	.45	1.10
LA FAYETTE, LA.	LFT	CA.	7-5521.	3,22,8.	250	C	C	CHA	. . . . .	.45	1.10
LA GRANDE, ORE.	LGD	DL.	7-6661.	9,3.	100	C	C	CHA	. . . . .	.45	1.10
LA JUNTA, CALIF.	LJN	SO.	7-2271.	3.	200	C	C	CHA	. . . . .	.45	1.10
LAKESIDE, CALIF.	LKS	PN.	4131.	3.	200	C	. . . . .	. . . . .	. . . . .	.75	1.00
LAKESIDE, ORE.	LKS	IC.	Gladstone 2-3202	3.	200	C	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LAKESIDE, WISC.	LKS	NE.	2479.	3.	200	C	. . . . .	. . . . .	. . . . .	No Service Available	. . . . .
LAKESIDE, WISC.	LKS	ND.	4-5680.	3.	400	C	C	. . . . .	. . . . .	No Service Available	. . . . .
LAKESIDE, WISC.	LKS	LA.	Riverside 3-1841	3.	200	C	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
LAKESIDE, WISC.	LKS	EA.	CE-5-8536	19,9.	200	A	. . . . .	BTR	G	.55	1.10
LAKESIDE, WISC.	LKS	CT.	CE-4-5252	3.	150	A	. . . . .	BTR	. . . . .	.55	1.10
LAKESIDE, WISC.	LKS	CO (Service Suspended).	725.	3.	200	C	C	DEN	. . . . .	No Service Available	. . . . .
LAKESIDE, WISC.	LKS	See Santa Ana, Calif.	725.	3.	200	C	C	DEN	. . . . .	No Service Available	. . . . .
LAKESIDE, WISC.	LKS	EA.	HB-6-3656	19,9.	200	A	A	C	G	.55	1.10
LAKESIDE, WISC.	LKS	HE.	3-4511	3.	200	A	A	C	G	.55	1.10
LAKESIDE, WISC.	LKS	Mutual 3-4691	3-4511	3.	200	C	C	TFA	G	.75	1.50
LAKESIDE, WISC.	LKS	RD.	Mutual 3-5879	3.	200	C	C	TFA	G	.75	1.50
LAKESIDE, WISC.	LKS	WC.	WH-2211	3.	150	C	C	PKK	. . . . .	No Service Available	. . . . .
LAKESIDE, WISC.	LKS	EA.	19.	3.	200	C	C	MAL	. . . . .	No Service Available	. . . . .
LAKESIDE, WISC.	LKS	CN.	167.	3.	200	. . . . .	. . . . .	DEN	. . . . .	. . . . .	. . . . .
LAKESIDE, WISC.	LKS	See Brindley, Calif.	167.	3.	200	. . . . .	. . . . .	DEN	. . . . .	. . . . .	. . . . .
LAKESIDE, WISC.	LKS	AL.	Lowell 9-0461	3,19.	150	C	. . . . .	G	. . . . .	.55	1.35
LAKESIDE, WISC.	LKS	EA.	10-9-0466	19.	200	. . . . .	. . . . .	. . . . .	. . . . .	.55	1.35
LAKESIDE, WISC.	LKS	Served through Rhineland, Wisc. only	10-9-0466	19.	200	. . . . .	. . . . .	. . . . .	. . . . .	.55	1.35
LAKESIDE, WISC.	LKS	See Riverton, Wyo.	10-9-0466	19.	200	. . . . .	. . . . .	. . . . .	. . . . .	.55	1.35
LAKESIDE, WISC.	LKS	CA.	3-4622.	3.	250	. . . . .	. . . . .	YIP	G	.55	1.35
LAKESIDE, WISC.	LKS	ND.	IVanhook 4-7467	3.	200	A	A	YIP	. . . . .	.55	1.35
LAKESIDE, WISC.	LKS	FL.	Franklin 5-5656	3.	200	C	C	DEN	. . . . .	No Service Available	. . . . .
LAKESIDE, WISC.	LKS	TT.	3-3645.	3.	150	A	A	AC	. . . . .	.40	1.25
LAKESIDE, WISC.	LKS	BL.	Dudley 2-8811	3.	200	C	C	LAX	G	.75	1.45
LAKESIDE, WISC.	LKS	TW.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	UA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	WA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	SO.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	CO.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	CN.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	See White River Jet.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	See Hickory, N.C.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	TC.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	WC.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	NE.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	FL.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	DL.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	EA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	PI.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	CN.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	Main 4-5671	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	Capital 5-0079.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	BU.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	Hemlock 2-5391	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	UA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	AA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	BN.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	CN.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	DL.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	TT.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	WC.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	See Kokomo, Ind.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	TC.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	TX.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	IX.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	UA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	WA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	See Abury Park, N.J.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	TT.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	AA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	AD.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	BL.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	CO.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	MA 6-8484	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	SK.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	IX.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	FAA 6-8484	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	PC.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	SAS.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	TV.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	UA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	WA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
(Lockheed Air Terminal)											
LAKESIDE, WISC.	LKS	AA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	PTL.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	IX.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	PC.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45
LAKESIDE, WISC.	LKS	UA.	Dudley 2-8811	3.	200	C	C	LAX	. . . . .	.75	1.45

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
LUBBOCK, TEX.	LBB	BN.	PO 5-7428	9,5	200	A	A	DAL	...	.80	1.35
		CO.	PO-3-6666	3,22	200	A	A	DAL	...	.80	1.35
		CH.	PO 3-9457	3	200	A	A	DAL	...	.80	1.35
		TT.	3-6521	3	150	C	...	BUJ	...	No Service Available	
LUFKIN, TEX.	LFK	See Casper, Wyo.	Victor 6-6575	...	100	...	...	HIC	G	.75	1.75
LUSK, WYO.	LSK	DL.	3-6731	9,3	250	C	C	ATL	G	.50	1.35
LYNCHBURG, VA.	LYN	EA.	2-8701	19,9	200	C	C	ATL	...	.50	1.35
MACON, GA.	MCN	NO.	Cherry 4-6201	100	100	A	A	MCE	...	.60	1.25
		NW.	Cherry 9-4916	6,4,19A	200	A	A	MCE	...	.50	1.25
		CE.	Cherry 9-6641	3,5	200	A	A	MCE	...	.60	1.25
MADISON, WISC.	MSN	TE.	711	3	150	C	C	DAL	...	No Service Available	
		NE.	National 3-7201	3	200	C	C	BOG	...	No Service Available	
MAGNOLIA, ARK.	AGO	See Bismark, N.D.	...	...	200	...	...	MHC	...	No Service Available	
MANCHESTER, N.H.	MHT	CO.	3-2575	3	200	C	C	...	...	No Service Available	
MANDAN, N.D.	BIS	NO.	3708	3	200	C	C	...	...	No Service Available	
MANHATTAN, KAN.	MHK	LC.	LACoyette 4-7411	3	150	C	...	...	...	No Service Available	
MANITOWOC, WISC.	MTW	TT.	235	3	150	C	...	...	...	No Service Available	
MANITO, MINN.	MKT	See Parkersburg, W.Va.	DWike 5-6350	3	100	C	...	...	...	No Service Available	
MANSFIELD, OHIO	MFD	See Menominee, Wisc.	...	...	...	...	...	...	...	No Service Available	
MARTA, TEX.	MRP	OE.	714	3,54	200	C	...	...	...	No Service Available	
MARIANNA, FLA.	MAI	LC.	Orleans 4-6899	3	200	...	...	...	...	No Service Available	
MARIETTA, OHIO	MAI	LC.	3-2575	3	200	...	...	...	...	No Service Available	
MARINETTE, WISC.	MMN	NO.	Granite 5-4194	3	200	C	C	...	...	No Service Available	
MARION, ILL.	MNN	NO.	4-6336	3	150	C	...	...	...	No Service Available	
MARION, IND.	MZZ	NE.	Vineyard Haven 1400	3	200	C	C	DAL	...	No Service Available	
MARION, OHIO	MNN	FC.	Stamwood 3-5487	3	100	C	C	FAB	...	No Service Available	
MARQUETTE, MICH.	MQT	SO.	309	3,54	200	A	...	NSP	...	.55	1.50
MARSHALL, TEX.	ASL	SSS	Rockwell 4-0505	19	200	C	C	A	...	No Service Available	
MARTHA'S VINEYARD, MASS.	MVY	QBA	...	3	400	...	...	...	...	No Service Available	
MARTSVILLE, CALIF.	MVT	OE.	Adams 4-7100	3,54	200	C	...	...	...	No Service Available	
MASON CITY, IOWA	MCN	CP.	CPA	3	200	...	...	...	...	No Service Available	
MASSENA, N.Y.	SSS	CP.	Garden 3-6752	3	200	...	C	...	...	No Service Available	
MATANE, P.Q.	YMQ	TT.	MU 6-3707	3	150	...	...	BHD	...	No Service Available	
MATTOON, ILL.	MTO	WC.	...	3	150	...	...	GED	...	No Service Available	
MAYO, Y.T.	YMA	FL.	96	3	200	...	...	CPA	...	No Service Available	
MEALESTER, OKLA.	MLE	AS.	SP 2-6101	3	100	C	C	OTH	...	.55	1.60
MCALL, IDA.	MCK	UA.	Spring 3-6233	9	300	C	C	OTH	...	.55	1.60
MCCOOK, NEB.	MCK	WC.	Spring 2-7269	3	150	C	C	OTH	...	.55	1.60
MCGRAH, ALABAMA	MCG	TC.	Jackson 6-2605	3	200	C	C	OTH	...	.70	1.20
MEDFORD, ORE.	MFR	EA.	Parway 3-6444	9	200	A	C	FWI	...	.60	1.20
MEDICINE HAT, ALTA.	YOH	NA.	Whitehall 8-3374	9,5,15,10	8000	A	A	C	G	.55	1.35
MELBOURNE, FLA.	MUB	BN.	WH-6895	9	200	A	A	C	...	.55	1.35
MEMPHIS, TENN.	MEM	CA.	Whitehall 8-0393	22,9	250	A	A	C	...	.55	1.35
		DL.	WH-8-2606	9,3,5,19,1-A,32	6000	A	A	C	...	.55	1.35
		EA.	WH-8-2649	8,19,9	200	A	A	C	...	.55	1.35
		SO.	WH-8-1440	3	200	A	A	C	...	.55	1.35
		TT.	WH-6-2535	3	150	A	A	C	...	.55	1.35
MENOMINEE, MICH.	MMN	Union 3-6677	9	200	C	...	...	...	...	No Service Available	
MERCED, CALIF.	MCE	RA.	Handolph 2-8011	9	200	C	C	...	...	.50	1.00
MERIDIAN, MISS.	MEI	DL.	2-3141	9,2	600	A	C	BHM	...	.35	.75
MEXICO CITY, D.F.	MEK	AA.	22-12-22	5,15,10	200	...	...	A	...	...	...
		RA.	22-77-70	10	200	...	...	A	...	...	...
		PAA.	46-66-60	6,2	5000	...	...	A	...	...	...
		WA.	46-90-40	6	200	...	...	A	...	...	...
		CPA.	12-21-96	3,4,5,8,9,16A	...	...	...	A	...	...	...
		AERONAVES	18-50-50	4,5,8,9,16A	...	...	...	A	...	...	...
		LACSA	46-66-60	9	...	...	...	...	...	...	...
MIAMI, FLA.	MIA	NE 3-2491	NE 3-2491	4,8	660	...	A	A	...	...	...
		BN.	NE-1951	5,10	500	A	A	AC	G	.80	1.60
		RA.	Newton 4-6573	22	700	A	A	AC	...	.80	1.60
		CU.	71-2424	22	200	A	A	AC	...	.80	1.60
		DL.	SE-5-2661	5,10,1-A,53	6000	A	A	AC	...	.80	1.60
		EA.	Newton 4-3971	53,19,7,8,16,10,19,52,9	500	A	A	AC	...	.80	1.60
		Guest	...	8	200	...	...	...	...	...	...
		MEM	Franklin 3-8495	9	950	...	A	AC	...	.80	1.60
		LACSA	NE 3-2491	1,9	...	...	A	AC	...	...	...
		NA.	Tuxedo 5-2581	9,5,6,10,52,7	400	A	A	AC	...	.80	1.60
		NE.	Newton 3-2431	6,22	200	A	A	AC	...	.80	1.60
		NW.	...	6,10,52	200	...	...	...	...	...	...
		PAA.	NE 3-2491	2,6,10,50,15	10000	A	A	AC	...	.80	1.60
		RD.	Tuxedo 7-3501	1,15	10000	A	A	AC	...	.80	1.60
		NW.	88-6743	...	10000	A	A	AC	...	.80	1.60
		TV.	Newton 3-6511	7,50	400	A	A	AC	...	.80	1.60
		VE.	...	...	10000	...	...	...	...	...	...
		AVENSA.	...	1,6	250	C	C	ELP	...	.40	1.25
MIDLAND, TEX.	MAF	CO.	Mutual 4-8281	9,5,10	200	C	C	ELP	...	.40	1.25
MILES CITY, MONT.	MIS	FL.	Cedar 2-1401	3	200	C	A	OTF	...	No Service Available	
MILWAUKEE, WISC.	MKE	AA.	Sheridan 4-9855	9	250	...	...	G	...	.60	1.65
		CA.	Sheridan 4-3327	3,22	250	A	A	C	...	.60	1.65
		PT.	Himboldt 3-5000	Served through MEM	10000	A	A	C	...	.60	1.65
		NO.	Himboldt 1-0500	3,9	200	A	A	C	...	.60	1.65
		NW.	Himboldt 3-0443	11,6,6,15A,10,52,2	2000	A	A	C	...	.60	1.65
		CE.	Himboldt 3-3210	3,54	200	A	A	C	...	.60	1.65
		UA.	Himboldt 1-3800	9,10	300	A	A	C	...	.60	1.65
		Himboldt 1-3809	...	...	...	...	...	...	...	...	...
MINNEAPOLIS, MINN.	MSF	BN.	PA-6-8748	9,3,5	500	A	A	C	G	.55	1.30
		CA.	Parway 1-1831	22	...	...	A	C	...	.55	1.30
		NO.	Parway 9-8321	1	6000	A	A	C	...	.55	1.30
		NW.	Parway 2-8281	3,9	200	A	A	C	...	.55	1.30
		Parway 1-3567, Ext.	204	11,4,6,10,15A,2,52	2000	A	A	C	...	.55	1.30
		OE.	Parway 1-4566	3,54	200	A	A	C	...	.55	1.30
		VA.	Parway 1-3383	9,6,32	200	A	A	C	...	.55	1.30
MINOT, N.D.	MOT	FL.	TE 6-0225	3	200	...	...	MSF	...	No Service Available	
		NO.	Temple 2-6212	3	200	...	...	MSF	...	No Service Available	
MISSION, TEX.	MMK	See McAllen, Tex.	...	...	...	...	...	...	...	No Service Available	
MISSOULA, MONT.	MSO	NW.	2-2471	4	200	C	C	...	...	No Service Available	
MITCHELL, S.D.	MTE	NO.	Wheat 6-6583	3	200	C	C	...	...	No Service Available	
MOAB, UTAH	MCK	FL.	AL 3-6401	3	200	C	C	DRN	...	...	...
MOBILE, ALA.	MOB	CA.	Greenwood 9-6276	22	200	A	A	C	G	.55	1.60
		EA.	GR-9-1401	7,8,19,9,16,52	200	A	A	C	...	.55	1.60
		NA.	Garden 6-6401	9,17	400	A	A	C	...	.55	1.60
		SO.	GR-7-3637	3	100	A	A	C	...	.55	1.60
MODESTO, CALIF.	MOD	UA.	Lambert 3-3211	9	200	A	A	SFO	...	.50	1.25
MOLINE, ILL.	MLI	CE.	2-7591	3,54	200	A	C	PTA	...	.55	1.25
		UA.	Moline 2-7701	9,6	300	A	C	PTA	...	.55	1.25
MONTGOMERY, N.B.	YQM	TC.	TY-4-9151	13,22A	200	C	C	...	...	.50	1.00
		PAR.	4-9181	...	...	...	...	...	...	...	...
MONTMOUTH BEACH, N.J.	BLM	See Asbury Park, N.J.	...	...	...	...	...	...	...	...	...
MONROE, LA.	MLU	DL.	FA-3-5116	9,3	300	C	C	MEY	...	.60	1.20
		SO.	FA-5-4601	3	200	C	C	...	...	.60	1.20
		TT.	...	3	400	C	C	...	...	...	...
MONT JOLI, P.Q.	YYY	See Alamosa, Colo.	...	...	...	...	...	...	...	...	...
MONT VISTA, COLO.	MVS	...	...	...	...	...	...	...	...	...	...

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MONTGOMERY, CAL.	MDY	PC.	Frontier 2-7571	3,19	200	A	C	SFO	G	.55	1.10
MONTGOMERY, ALA.	MDM	DL.	Frontier 2-7571	9	300	A	C	SFO	G	.55	1.10
MONTPELIER, VT.	MPV	EA.	AM-4-7313	9,3	200	A	C	MSY	G	.40	.85
MONTREAL, QUE.	YUL	NE.	Capitol 2-2999	19,8,9	200	A	C	BTY	G	.40	.85
		AF.	UN-6-8344	7	200	A	C	AC	G	No Service Available	
		CP.	UN-6-2901	14A	500	A	AC	AC	G	.45	1.00
		EA.	Melrose 1-3870	19,52,7	200	C	C	AC	G	No Service Available	
		KLM	University 1-3441	7,10,15,23	10000	A	C	AC	G	.35	.75
		NE.	Melrose 1-8991	22	200	C	C	A	G	.50	1.25
		SN.	Hunter 9-5781	12,13,7A,22	200	A	C	A	G	.45	1.00
		TC.									
MONTROSE, COLO.	MTJ	FL.	Clerry 9-4236	3	200	C	A	DEM	C	No Service Available	
MOREHEAD CITY, N.C.	MRI	PI.	PA 8-4734	3	100	C	C	C	G	.35	.75
MORENO, ARIZ.	CFT	See Safford, Ariz.									
MORGANTOWN, N.C.	See Hickory, N.C.										
MORGANTOWN, W.VA.	MOW	CA.	2-3301	3	150	C	C	PIT	G	.55	1.25
MOSCOW, IDA.	MTW	See Pullman, Wash.									
MOSES LAKE, WASH.	EPH	See Ephrata, Wash.									
MOULTRIE, GA.	MGR	SO.	YU-5-4048	3	100	C				.75	1.50
MUNCIE, IND.	MIE	LO.	Atlas 8-3629	3	200	C					
MUSKOGEE, MICH.	MUG	CA.	3-1870	3,4	250	A	C	G	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CH.	Hirrey 7-5694	3	200	C	A	MEC	G	No Service Available	
MUSKOGEE, CAN.	YGA	TC. Seasonal		3,7,12,13,22	200	A					
MYRTLE BEACH, S.C.	MYR	PI.	Hillcrest 8-6599	3	100	C		CHS	G	.45	.85
NANTUCKET, MASS.	ACK	NE.	1140	3	200	C	C	DWB	G	No Service Available	
NASHVILLE, TENN.	BNA	AA.	Chapel 2-6336	9,5,15,10	4500	A	A	C	G	.55	1.10
		BR.	AL-5-5322	5,9	900	A	A	C	G	.55	1.10
		EA.	AL-5-7412	9,19,10,7	200	A	A	C	G	.55	1.10
		CE.	Chapel 2-6363	3,54	200	A	A	C	G	.55	1.10
		SO.	Alpine 4-0546	3	200	A	A	C	G	.55	1.10
		TV.	Alpine 4-7726	7	250	A	A	C	G	.55	1.10
		6963			100	C				No Service Available	
		CP.			200	C				.40	
		NE.	Wyman 9-6441	3	200	A	C	C	G	.35	.75
		NA.	Melrose 7-5151	9	200	C	C	IMN	G	.55	1.10
		PI.	ME 7-3972	3	100	A	C	IMN	G	.55	1.10
		WV (Service Suspended)									
		AA.	Hobart 7-1667	9	250	A	A	C	G	.55	1.25
					(6000 via LGA)						
		EA.	HO-7-6311	19	200	A	A	C	G	.55	1.25
		See Lafayette, La.									
		NE.	Hilltop 5-9377	3	200	C				.55	1.25
		BN.	LA-4-3411	9,3	200	C	A	AC	G	.55	1.25
		CA.	Kenner 4-3500	22,8	200	C	A	AC	G	.55	1.25
		DL.	Kenner 4-3658	9,14,15,10,53	6000	C	A	AC	G	.55	1.25
		EA.	4-3601	9,8,16,10,19,52,9	500	C	A	AC	G	.55	1.25
		NA.	Kenner 4-3616	9,5,6,17	400	C	A	AC	G	.55	1.25
		PAA.	Jackson 2-6391	2,6	2000	C	A	AC	G	.55	1.25
		SO.	Kenner 7-0158	3	200	C	A	AC	G	.55	1.25
		TA.	Canal 8374	4	4500	C	A	AC	G	.55	1.25
		TT.								.55	1.25
		AVENSA.									
		LC.	4-2729	3	200	C					
NEW PHILADELPHIA, OHIO	PHD										
NEW YORK, N.Y., or NEWARK, N.J. (In Quads)	LGA	AA.	Havermeyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA.	Mitchell 2-3002	25,8	200	A	A	AC	G	1.00	2.00
		EA.	NE-9-8200	7,8,16,19,52	500	A	A	AC	G	1.00	2.00
		NE.	Illinois 7-3000	9,3,6,22	200	A	A	AC	G	1.00	2.00
		NY.	Defender 5-6600, Ext 16	20,21	200	A	A	AC	G	1.00	2.00
		TV.	Orford 5-4525	8,7,19,8A	400	A	A	AC	G	1.00	2.00
		UA.	Illinois 8-4900	5,6	6000	A	A	AC	G	1.00	2.00
		AA.	Havermeyer 4-7600	9,5,10,50A,52	6000	A	A	AC	G	1.00	2.00
		ART	Olympia 6-6160	7	350	A					
		ATLANTIC	ST 6-7341	16A	200	A	A	AC	G	1.00	2.00
		AF.	Olympia 6-5800	7	200	A	A	AC	G	1.00	2.00
		AVIANCA	ST 6-7341	7	660	A	A	AC	G	1.00	2.00
		AZ.	Judson 2-6500	10	440	A	A	AC	G	.80	1.80
		BA.	Olympia 6-5600	11,8	11100	A	A	AC	G	1.00	2.00
		BN.	Olympia 6-5043	52,50A	500	A	A	AC	G	1.00	2.00
		CA.	Havermeyer 9-5340	22,8	200	A	A	AC	G	1.00	2.00
		Cubana		3,22,7	200	A					
		DL.	Olympia 6-5822	8,10,53	200	A	A	AC	G	1.00	2.00
		EA.	Olympia 6-5109	6,7,8,10,19,52,53	500	A	A	AC	G	1.00	2.00
		EL.	OL-6-5560	7	200	A	A	AC	G	1.00	2.00
		LY.	Olympia 6-5290	8	650	A	A	AC	G	1.00	2.00
		KLM	Whitehall 4-3480	2,10,15,23,8,7	10000	A	A	AC	G	.55	1.75
		NA.	Orford 7-8181	9,5,6,10,52,7	400	A	A	AC	G	1.00	2.00
		NE.	OL-6-5598	9,3,6,22	200	A	A	AC	G	1.00	2.00
		NW.	Hirreyhill 7-6680	11,6,10,15A,52,2	2000	A	A	AC	G	1.00	2.00
		NY.	Defender 5-6600	20,21	200	A	A	AC	G	1.00	2.00
		PAA.	ST-6-7341	2,6,10,50	10000	A	A	AC	G	1.00	2.00
		RD.	Olympia 6-5748	1,2,15	10000	A	A	AC	G	1.00	2.00
		SAB		14,9,5,15,10	440	A					
		SN.	Judson 6-1090	5,6,15	400	A	A	AC	G	1.00	2.00
		SK.	Olympia 7-8000	9,6,10	1000	A	A	AC	G	1.00	2.00
		SR.	Plaza 7-4433	2,6	6000	A	A	AC	G	1.00	2.00
		TC.	Judson 6-3210	22A	200	A	A	AC	G	1.00	2.00
		THD.	Olympia 6-5997	4,6,2	4000	A	A	AC	G	1.00	2.00
		TV.	Orford 5-4525	8,7,23,90	4000	A	A	AC	G	1.00	2.00
		UA.	Olympia 9-7975	9,6,15,10,53	6000	A	A	AC	G	1.00	2.00
		AA.	Market 3-4062	9,5,15,10,52	6000	A	A	AC	G	1.00	2.00
		AL.	Market 2-4442	3,19	150	A	A	AC	G	1.00	2.00
		AK.	Mitchell 2-4609	3	200	A					
		BN.	Market 3-2041	10,5,52	200	A	A	AC	G	1.00	2.00
		CA.	Mitchell 2-3002	22,8	200	A	A	AC	G	1.00	2.00
		DL.	MA-3-3543	1-A	6000	A	A	AC	G	1.00	2.00
		EA.	Mitchell 3-8389	6,7,8,16,10,19,52	500	A	A	AC	G	1.00	2.00
		FTL.	Market 6-3700	23	10000	A	A	AC	G	1.00	2.00
		MO.	Mitchell 2-0335	9,3	200	A	A	AC	G	1.00	2.00
		NA.	Market 4-1953	9,5,6,10,7	400	A	A	AC	G	1.00	2.00
		NY.	Mitchell 2-8681	20,21	200	A	A	AC	G	1.00	2.00
		TV.	Market 3-5640	8,7,19	400	A	A	AC	G	1.00	2.00
		UA.	Market 2-2369	9,15,10,5	6000	A	A	AC	G	1.00	2.00
NEWCASTLE, WYO.	ECS	FL.	SH 6-4421	3	200	C	D	DEM	C	No Service Available	
NEWPORT, VT.	EPK	NE Seasonal	1099	3	200	C					
NEWPORT, ORE.	ONP	UN.	Union 7-773	3	150	C		POK	G	No Service Available	
NEWPORT NEWS, VA.	PNP	CA.	Warwick 8-1141	3,4	150	C				.55	1.35
		NA.	Lee Hall 5181	3	200	C				.55	1.35
		PI.	Lyric 6-2621	3	100	C	C	C	G	.55	1.35
		AA.	Served through Buffalo N.Y.							.65	1.95
		CA.	Served through Buffalo N.Y.							.65	1.95
		MO.	Served through Buffalo N.Y.							.65	1.95
		AL.	Served through Buffalo N.Y.							.65	1.95
NOBE, ALASKA	OME	ASA	Main 199	3,6	1000					.65	1.95

U.S.A. AND CANADIAN CITY DIRECTORY											
CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
NORFOLK, NEB.	ORF	FL. NO. 1	Frontier 1-0415	3	200					No Service Available	
NORFOLK, VA.	ORF	CA. NA. FL. FD. TC. WC.	Frontier 1-5600 LOwell 3-1101 Ulysses 3-4378 U 5-6761 LOwell 5-4978 3366 Skyline 9-1011	3 3,4,22,8 9 10 1 2A 3	200 250 100 100 6000 22A		A C C C C C	C C C C C A		No Service Available No Service Available .55 .55 .55 .55 .50 No Service Available	1.25 1.25 1.25 1.25 1.00
NORTH BAY, ONT.	YTB	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
NORTH BEND, ORE.	OTH	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
NORTH EAST CAPE, ALASKA	ORC	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
NORTH HOLLYWOOD, CAL.	ORF	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
NORTH PLATTE, NEB.	LBK	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
NORWALK, CONN.	NYK	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
NYACK, N.Y.	NJR	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OAK BLUFFS, MASS.	OKT	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OAKLAND, CAL.	OKT	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OCALA, FLA.	OCF	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
ODESSA, TEX.	ODF	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
ODGEN, UTAH	OGD	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
ODGENSBURG, N.Y.	OGS	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
ODON CITY, PA.	OKL	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OKLAHOMA CITY, OKLA.	OKC	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OLYMPIA, WASH.	OLM	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OMAHA, NEB.	OMA	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OMAHA, WASH.	OMK	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
ONTARIO, ORE.	ONO	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
ONTARIO, CALIF.	ONT	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
ORANGE, CALIF.	ORF	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
ORLANDO, FLA.	ORL	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OSHKOSH, WIS.	OSH	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OSHTING, N.Y.	OSK	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OTTAWA, ONT.	OTM	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OTTAWA, IOWA	OTM	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OWENSBORO, KY.	OWB	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OWENSBORO, CALIF.	OWK	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
OWENSBORO, KY.	OWK	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3	500 200 200					No Service Available	
PAGE, ARIZ.	PGA	AS. LX. FL. NY.	AS. LX. FL. NY.	3 3 3</							

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Mail Express	Motor Freight	Customs Facilities	Air Box	Pick Up and Delivery	
										Per 100 Lb.	Minimum
PITTSBURGH, PA.	PTT	AA.	Spaulding 1-2255.	9	250	A	A	C	G	.80	1.55
		AL.	Spaulding 1-3512.	3,19.	150	A	A	C80	1.55
		CA.	Spaulding 1-1600.	3,4,8,22.	250	A	A	C80	1.55
		EA.	SP-1-3100	9,7,19,52	200	A	A	C80	1.55
		LC.	Spaulding 1-4918.	6,11.	300	A	A	C	1.55
		LN.	Spaulding 1-1000.	6,11.	300	A	A	C80	1.55
		TV.	Express 1-3240.	8,7,19,50,8A,23	3000	A	A	C80	1.55
		UA.	Federal 1-6137.	10.	200	A	A	C80	1.55
		WD.	2-8635.	3	100	C	C	BOL55	1.30
		WE.	9857.	3	200	C	C	BOL55	1.30
		WN.	Capitol 4-7829.	3	200	C	C	DAL35	.75
		WA.	1983.	19.	200	C	C	MAL	No Service Available	
PITTSFIELD, MASS.	PSF	WA.	Cedar 2-8756.	9	200	C	C	OTF	G	.55	1.15
		WC.	Cedar 2-3584.	3	150	C	C	OTF55	1.15
		WE.	2-8635.	3	200	C	C	LAX	1.55
		WN.	Rogers 2-1611.	3	200	C	A	MKC	No Service Available	
		WC.	Glencourt 7-3101.	3	150	C	A	C	No Service Available	
		TC.	TU-2-4321.	9	200	C	A	C50	1.00
		TA.	TU-3-3317.	19,9.	200	C	A	C55	1.50
		TT.	C55	1.50
		NE.	SPruce 4-3941.	9,3	200	A	C	PWM50	1.00
		AS.	Atlantic 8-5073.	4,6	1000	A	A	C	G	.60	1.35
		FW.	Atlantic 1-1158.	4,6,10,2.	1000	A	A	C60	1.35
		PAA.	Atlantic 7-1103.	10,50.	500	A	A	C60	1.35
POMONA, CAL.	PJO	PN.	CA 7-6673.	10,50.	600	A	A	C55	1.25
		UA.	AT-8-5043.	3,4,8	400	A	A	C50	1.25
		WA.	Atlantic 7-2411.	9,6,10,5.	400	A	A	C60	1.35
		WC.	Atlantic 7-3221.	6,52.	150	A	A	C60	1.35
		WA.	Atlantic 8-5951.	3	200	C	A	C60	1.35
		LC.	Blackburn 9-6321.	3	200	C	A	C	1.35
		NO.	Glover 1-3900.	3	100	C	C	ALB	No Service Available	
		FL.	Skyline 4-4222.	3	200	C	C	OTF	No Service Available	
		BL.	232.	3	200	C	C	DND65	1.20
		FL.	HI 5-2100.	3	200	C	C	DND65	1.20
		NE.	4931.	3	200	A	A	HUL	No Service Available	
		PRINCETON, N.J.	PNC	CP.	7	3,6,9	200	C	C	C
CO.	3213.			200	C	C	C	C	1.35
PI.	Enterprise 0900.			2	100	C	INT	No Service Available	
AA.	Rgent 7-1053.			9,5	500	A	A	C	G	.50	1.35
EA.	Rgent 7-9616.			8,10.	200	A	A	C50	1.35
FL.	Elmhurst 1-8900.			Served Through Boston Mass.50	1.35
NA.	Rgent 9-1405.			9	200	A	A	C50	1.35
NE.	Union 1-3300.			3	200	A	A	C50	1.35
UA.	Temple 1-6950.			6	300	A	A	C50	1.35
BL.	Franklin 3-7077.			6	200	C	C	DEN	No Service Available	
CO.	Whitney 8-3316.			3,22.	200	C	A	DEN	G	.40	1.00
FL.	Whitney 8-3323.			3	200	C	A	DEN40	1.00
PRINCETON, N.J.	PND	WC.	Dolan 7-3761.	3	150	C	C	GBG	No Service Available	
		CP.	60.	200	C	C	C	C75	1.00
		CE.	Baldwin 2-3442.	3,54.	200	C	C	STL	1.50
		CA.	Temple 2-3876.	3,22.	150	C	A	C	G	.70	1.50
		EA.	TE 2-7380.	8,19,7,9.	200	A	A	C70	1.50
		FL.	Union 8-5721.	3	100	C	C	G70	1.50
		FL.	Fillmore 3-6361.	3	200	C	C	DEN	1.05	1.10
		WO.	Fillmore 3-5544.	3	200	C	C	DEN	1.05	1.10
		WA.	Fillmore 2-7110.	9	200	C	C	DEN	1.05	1.10
		FL.	East 4-571.	3	200	C	C	DEN	No Service Available	
		CA.	Franklin 5-8865.	19.	200	A	C	PHL45	1.35
		TV.	4-5947.	3	150	A	C	PHL45	1.35
PRINCETON, N.J.	PNE	PC.	Franklin 6-7353.	19.	400	A	C	PHL45	1.35
		PC.	Laurence 7-1701.	3	200	C	C	ACV	No Service Available	
		WC.	Chestnut 3-1211.	3,19.	200	C	C	ACV	No Service Available	
		TC.	LA-2-5622.	13,3,22A.	200	C	C	C50	1.00
		AL. (Service Suspended).	1.00
		BL.	Fairview 9-0001.	3	200	C	C	SFO50	1.25
		UA.	Fairview 9-0211.	9,5,6	400	C	C	SFO50	1.25
		NO.	Fairview 3-1801.	3	200	C	C	SFO50	1.25
		See Pasco, Wash.	Forest 2-6316.	3	200	C	C	No Service Available	
		LC.	4-1121.	3	200	1.25
		AA.	Fairfield 2872.	9	500	A	A	C	G	.45	1.25
		AL. (Service Suspended).	1.25
PRINCETON, N.J.	PNE	CA.	7-4605.	22,4.	150	A	A	C45	1.25
		EA.	Fairfield 4105.	8,19.	200	A	A	C45	1.25
		NA.	Republic 7-4186.	9	200	A	A	C45	1.25
		FL.	RE 7-4101.	3	100	A	A	C	G	.45	1.25
		ED. (Service Suspended).	1.25
		QBA.	1.25
		BL.	Overland 9-6221.	3	400	1.00
		FL.	Uster 6-3552.	3	200	C	LAX	No Service Available	
		AA.	Empire 6-3455.	9	500	A	A	RIC	G	.45	1.00
		EA.	6-0731.	19.	100	A	A	RIC45	1.00
		PT.	Empire 6-0781.	9	100	A	A	RIC45	1.00
		BN.	AT 94591.	4	200	C	A	C	G	.35	.85
ROCHESTER, N.Y.	ROC	NW.	3333.	3,54.	200	C	A	C35	.85
		CE.	2-3164.	19,3.	500	A	A	C35	.85
		CA.	2-1521.	19.	200	C	A	ATL40	1.00
		UA.	See Utica, N.Y.	1.00
		WC.	Orchard 2-3231.	3	150	A	A	OTN	No Service Available	
		CO.	ML-2-7432.	3	200	C	C	KLP35	.75
		WA.	22A.	200	C	C	C	C	1.00
		WC.	Orchard 8-7402.	3	150	A	A	OTF	No Service Available	
		NY.	20.	200	LGA	No Service Available	
		EA.	Prospect 3-6990.	19.	200	C	A	BTY	No Service Available	
		UA.	Gladstone 6-6406.	19,3.	200	A	C	SFO	G	.60	1.35
		WC.	Gladstone 6-7861.	9,6	400	A	C	SFO60	1.35
ROCKFORD, ILL.	RFD	FL.	Garden 1-2440.	3	150	A	C	SFO60	1.35
		TC.	1004.	3	200	C	DND	No Service Available	
		CA.	1004.	3,22,4.	250	C	C	C70	1.45
		TC.	2-1231.	22A.	200	C	C	C	No Service Available	
		TC.	2370.	13,22A.	200	C	C	C50	1.00
		TC.	3,1,4.	500	A	A	A	A	1.00
		NE.	804.	3	200	C	C	No Service Available	
		FL.	Empire 2-5522.	3	200	C	C	DEN50	1.00
		CA.	2-2144.	19,3.	150	C	C	ROU50	1.50
		EA.	2-1521.	19.	200	C	A	ATL40	1.00
		UA.	See Utica, N.Y.						

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ST. JOSEPH, MICH.		See Benton Harbor									
ST. JOSEPH, MO.	STJ	FL. Adams 4-7919.	3	200	C	C	C	C		.55	1.35
		FL. Adams 2-6066.	3,54	200	C	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	FL. Parkview 5-5910.	9,5,10,15,52.	7000	A	A	C	G		.60	1.60
		FL. PE-1-2243.	9,3,22.	200	A	A	C	G		.60	1.60
		FL. Parkview 1-2211.	3	200	A	A	C	G		.60	1.60
		FL. PE-1-2194.	9,5,10,1-A.	6000	A	A	C	G		.60	1.60
		FL. PE-1-0910.	9,19,10,52.	200	A	A	C	G		.60	1.60
		FL. Parkview 1-0990-3.	3,54.	200	A	A	C	G		.60	1.60
ST. PAUL, MINN.	MSP	FL. Geneva 6-6800.	8,7,19,50,84,23.	6000	A	A	C	G		.60	1.60
		FL. Call MSP.	9,3,5.	900	C	A	C	G		.50	1.15
		FL. Parkview 1-1611.	22.	150	C	A	C	G		.50	1.15
		FL. Parkview 1-1311.	1.	6000	C	A	C	G		.50	1.15
		FL. Parkview 2-3281.	3,9.	200	C	A	C	G		.50	1.15
		FL. Parkview 1-3567.									
ST. PETERSBURG, FLA.	PIE	FL. Ext. 204.	11,2,4,6,10,52.	2000	C	A	C	G		.50	1.15
		FL. Parkview 1-3383.	6,9,52.	200	C	A	C	G		.55	1.30
		FL. HE 5-2121.	7,9,52,8,10,19.	200	C	A	C	G		.75	1.50
		FL. HE 6-7754.	5.	300	C	A	C	G		.75	1.50
		FL. Hinklock 5-2161.	9,6.	200	A	C	AC			.75	1.50
		FL. NE Served Through Tampa.	Tampa 7-8492.	200	A	C	AC				
		FL. NW.	10.	200	A	C	AC				
		FL. RD.	RDwood 6-1351.	6000	A	C	AC			.75	1.50
		FL. TC.	5-7611.								
SALEM, ORE.	SLF	FL. Justice 2-2448.	9.	300	C	A	FOX	G		.50	1.00
		FL. CO.	Ta-7-5553.	200	C	A	MMC	G		.50	1.00
SALINA, KAN.	SLN	FL. Harrison 4-7686.	9.	200	A	A	SFO			No Service Available	
SALINAS, CALIF.	SN3	FL. J158.	3.	200	A	A				.50	1.25
SALT LAKE CITY, UTAH.	SLC	FL. Davis 5-8086.	9.	200	A	C	DEN			.40	1.10
		FL. Empire 3-6796.	3,9.	200	A	C	DEN			.40	1.10
		FL. Davis 2-8011.	9,5,6,10,15.	6000	A	C	DEN			.40	1.10
		FL. Davis 2-0186.	9,6,52.	200	A	C	DEN			.40	1.10
		FL. Davis 8-0576.	3.	200	A	C	DEN			.40	1.10
SAN ANGELO, TEX.	SAT	FL. CO.	7196.	200	C	C	SAT			.50	1.10
		FL. TT.	8193.	150	C	C	SAT			.50	1.10
SAN ANTONIO, TEX.	SAT	FL. AA.	Taylor 4-1401.	6000	A	A	C	G		.55	1.10
		FL. BN.	TA 2-3351.	900	A	A	C			.55	1.10
		FL. GSA.	CA 5-6303.	4,5.							
		FL. CO.	TA 6-8591.	200	A	A	C			.40	1.10
		FL. EA.	TA 6-3230.	200	A	A	C			.55	1.10
		FL. TT.	TA 6-6301.	150	A	A	C			.55	1.10
		FL. TT.	GA 3-4200.	150	C		DAL			No Service Available	
SAN BENITO, TEX.	HRL	FL. TX.	20.	200	C		LAX			No Service Available	
SAN BERNARDINO, CALIF.	JSB	FL. AA.	Yukon 6-1119.	200	C	LAX				No Service Available	
SAN DIEGO, CALIF.	SAN	FL. AA.	CTpress 6-6128.	5,10.	600	C	A	G		.60	1.50
		FL. BL.	CTpress 6-6144.	3.	(10,000 Via LAX)	C	A	AC		.65	1.50
		FL. FL.	CTpress 6-6273.	Served through BUR	6000	C	A	AC		.65	1.50
		FL. WA.	Belmont 4-7171.	9,5,6,10.	200	C	A	AC		.65	1.50
		FL. CP.	CTpress 8-8861.	3.	200	C	A	AC		.65	1.50
SANDSPIT, B.C.	YSP	FL. AA.	Yukon 2-4620.	5,15,50A,10.	6000	A	A	AC	G	.75	1.55
SAN FRANCISCO, CALIF.	SFO	FL. PT.	Plaza 5-9405.	1,15,23.	10000	A	A	AC		.75	1.55
		FL. PAA.	Juno 3-3612.	6.	4000	A	A	AC		.75	1.55
		FL. FC.	EX 7-1414.	11,10,50,4.	4000	A	A	AC		.75	1.55
		FL. TC.	Plaza 5-9200.	3,19.	200	A	A	AC		.75	1.55
		FL. TA.	Yukon 2-5800.	8,7,50,23.	4000	A	A	AC		.75	1.55
		FL. WA.	Juno 8-2424. . . . .							.75	1.55
		FL. WA.	Juno 8-1443.	9,5,15,6,10,53.	6000	A	A	AC		.75	1.55
		FL. WC.	Plaza 6-0677.	6,52.	200	A	A	AC		.75	1.55
SAN JOSE, CALIF.	SJC	FL. PC.	Plaza 6-8555.	3.	150	A	A	AC		.75	1.55
SAN JUAN, PUERTO RICO.	SJU	FL. DL.	CTpress 5-5408.	3,19.	200	C	C	SFO		1.00	2.00
		FL. ATLANTA.	9-0045.	7.	200		A	AC			
		FL. EA.	9-0020.	10,6,52.	200	C	A	AC			
		FL. PAA.	2-5000.	2,6,10,50.	6000		A	AC		.60	1.35
		FL. RD.	9-0160.	1,2.	6000	C	A	AC			
		FL. TH.	San Juan 9-0037.	4,6,2.	4000	C	A	AC		.65	1.35
SAN LOUIS OBISPO, CALIF.	SRO	FL. DL.	Enterprise 1-1513.		200			LAX		No Service Available	
SANTA ANA, CALIF.	SNA	FL. DL.	Kimberly 5-1146.	3.	200	C	C	LAX		.65	1.50
SANTA BARBARA, CALIF.	SBA	FL. DL.	Woodland 8-5121.	25.	200	C	C	LAX			
		FL. PC.	Woodland 7-1255.	9.	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SCT	FL. See San Jose, Calif.									
SANTA CRUZ, CALIF.	SNY	FL. CO.	4 (Service Suspended).								
SANTA FE, N.M.	SAP	FL. TC.	Yucca 3-6397.	3,22.	200	C	C	ELP	G	1.05	1.10
		FL. TN.	3-6671.	19.	250	C	C	ELP		1.05	1.10
SANTA MARIA, CALIF.	SMK	FL. PC.	Walnut 5-2541.	3.	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF.	SMD	FL. DL.	15.	200	C		LAX			No Service Available	
SANTA ROSA, CALIF.	STS	FL. DL.	Liberty 2-7099.	3,19.	200	C	C	SFO		No Service Available	
SARASOTA, FLA.	SLX	FL. EA.	2052.	19.	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	FL. SRQ.	Elgin 5-5131.	9,6.	200	A	C	TPA		.50	1.00
		FL. RD (Demand Service). . . . .								.50	1.00
SASKATOON, SASK.	YXE	FL. CT.	6224.	13,22A.	200	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.	INR	FL. CA.	Melrose 2-3371.	3,4.	250	C	C	AC	G	.50	1.00
		FL. TC.	Melrose 2-3371.	3.	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	INR	FL. TC.	Algon 6-5666.	22A.	200	C	C	C		.35	.75
SAVANNAH, GA.	SAV	FL. DL.	AD 3-0267.	9,3.	300	A	A	C	G	.75	1.50
		FL. NA.	Adams 3-4651.	19.	200	A	A	C		.75	1.50
		FL. FL.	Adams 6-8234.	9.	200	A	A	C		.75	1.50
SCOTTSDALE, ARIZ.	BFF	FL. FL.	Melrose 5-2067.	3.	200	C	C	DEN		.55	1.10
SCHEFFERVILLE, P.Q.	YKL	FL. GSA.		400.							
SCRANTON, PA.	AVP	FL. See Wilkes-Barre, Pa.									
SEATTLE, WASH.	SEA	FL. AS.	Cherry 2-0600.		1000	C	C	AC	G	.50	1.50
(Seattle Tacoma).	SEA	FL. BN.	Cherry 4500.	11,6,10,15A,4,2,52.	2000	C	C	AC		.50	1.50
		FL. PAA.	MA 4-2121.	11,10,50.	600	C	C	AC		.50	1.50
		FL. TN.	Cherry 3-1079.	4,8,16.	200	C	C	AC		.50	1.50
		FL. TC.	Cherry 2211.	3.	200	C	C	AC		.50	1.50
		FL. UA.	Mutual 2-3700.	9,6,10,5,53.	400	C	C	AC		.50	1.50
		FL. WA.	Cherry 3-3800.	6,52.	200	C	C	AC		.50	1.50
SEATTLE, WASH. (Boeing Field).	BFI	FL. PT.	Parkway 3-5916.	1.	10000	C	C	AC		.60	1.65
		FL. WC.	Parkway 5-5500.	3.	150	C	C	AC		.60	1.65
SHELPA, ALA.	Y25	FL. CT.	6-7581.	2.	200	C	C	ATL		.45	.90
SIXTEN ISLANDS, QUE.	YVY	FL. CT.	22A.	200	C	C				No Service Available	
SHEFFIELD, ALA.	MSL	FL. EA.	EV-3-5521.	19,9.	200	C	A	IRM		.35	.75
		FL. SO.	Evergreen 3-4581.	3.	200	C	A	IRM		.35	.75
SHERIDAN, WYO.	SDR	FL. WA.	Onchard 4-2424.	6.	200	C	C	GTF		.50	1.00
SIDNEY, NEB.	SNT	FL. CH.	Timberlock 2-4328.	3.	200	C	C	DAL		No Service Available	
SILVER CITY, N.M.	SVF	FL. BN.	6-7451.	9,3.	200	A	A	DAL		.65	1.35
SIOUX CITY, IOWA.	SUX	FL. DL.	6-1831.	9,3,8,19.	3000	C	A	DAL		.65	1.35
		FL. TT.	6-4571.	3.	150	C	A	DAL		.65	1.35
		FL. FL.	3-88.	3.	200	C	A	GTF		No Service Available	
SIDNEY, NEB.	SNT	FL. FL.	3-882.	3.	200	C	A	DEN		No Service Available	
SILVER CITY, N.M.	SVF	FL. FL.	0807.	3.	200	C	A	DEN		No Service Available	
SIOUX CITY, IOWA.	SUX	FL. BN.	8-5553.	9,3.	200	A	C	OMA		.45	.95
		FL. NO.	8-0591.	3.	200	A	C	OMA		.45	.95
		FL. OE.	5-6308.	3,54.	200	A	C	OMA		.45	.95
		FL. BN.	NSC-0511.	9,3.	200	C	C	MEP	G	.55	1.10
		FL. NO.	4-9943.	3.	200	C	C	MEP		.55	1.10
		FL. WA.	4-4994.	9,6.	200	A	C	MEP		.55	1.10

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
VIRGINIA BEACH, VA.	ORF	PI.	UL 5-4761	3					G		
VISALIA, CALIF.	VIS	UA.	Bedford 4-9293	9	200	C	C	LAX		No Service Available	
WACO, TEX.	ACT	BN.	PI-43561	9	200	C	A	DAL	G	.35	1.25
		CO.	Plymouth 4-6618	3	200	C	A	DAL		.35	1.25
WALLA WALLA, WASH.	AIW	UA.	Jackson 5-5860	9	200	A	A	GRG		.75	1.35
		WA.	Jackson 9-0180	3	150	A	A	GGG		.75	1.35
WARREN, OHIO		See Newport News									
WARWICK, VA.	PH	See Newport News									
WASHINGTON, D.C.	DCA	AA.	Executive 3-4460	2,5,10,15,20,25	6000	A	A	AC	G	.65	1.50
		AL.	District 7-9660	3,19	150	A	A	AC		.65	1.50
		AX.	(Service Suspended)								
		BN.	Sterling 3-6280	5,52	500	A	A	AC		.65	1.50
		CA.	Sterling 3-300	3,4,8,22	250	A	A	AC		.65	1.50
		DL.	District 5-8640	9,10,19	300	A	A	AC		.65	1.50
		EA.	NE 7-8880	10,8,6,19,52	200	A	A	AC		.65	1.50
		NA.	District 7-8905	9,5,6,10,19	400	A	A	AC		.65	1.50
		NE.	Sterling 3-3911	6,22	200	A	A	AC		.65	1.50
		FW.	Sterling 3-3016	11,10,6	500	A	A	AC		.65	1.50
		RA.	Republic 3-5700	6	400	A	A			.65	1.50
		FL.	District 7-1800	3	100	A	A			.65	1.50
		ED.	Served Through Baltimore, Md.							.65	1.50
		TW.	Sterling 3-4221	8,7,19	400	A	A	AC		.65	1.50
		UA.	Sterling 3-0895	9,10,6,5	300	A	A	AC		.65	1.50
WATERLOO, IOWA	AIO	BN.	AD 4-6835	9,3	200	C	C	PIA		.55	1.35
		UA.	Adams 2-0062	3,54	200	C	C	PIA		.55	1.35
WATERTOWN, N.Y.	ART	MO.	Thynson 6-5711	19	200	C	C	A		.85	.85
		NO.	Thynson 6-2020	9,3	200	C	C	A		.85	.85
WATERTOWN, S.D.	ATY	NO.	Thimer 6-5729	3	200	A	C	MSP		No Service Available	
WATERVILLE, ME.	WVL	NE.	Trinity 2-1133	3	200	C	C	BGR		.35	.75
WATSON LAKE, Y.T.	YQH	CP.	1,3,6,9	200							
WATSON, WIS.	AW	NO.	2-2096	3,9	200	C	C			No Service Available	
WATSON, GA.	AYS	AM.	3400	19	200	C	C	LAX		No Service Available	
WAYNESBORO, VA.	SHD	FL.	Weyer Care 2-61	100	100	C	C	DCA		No Service Available	
WEAVER, WASH.	EAT	WC.	Normandy 2-2651	3	150	C	A	SEA		No Service Available	
WEST HELENA, ARK.	HEE	See Helena, Ark.									
WEST PALM BEACH, FLA.	FBI	DL.	JU 5-0621	10	200	A	A	AC		.40	1.35
		EA.	Overland 3-0036	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		RA.	Thiple 3-2775	9	200	A	A	AC		.40	1.35
		ED.	Thiple 3-2648	1,15	6000	A	A	AC		.60	1.35
WESTFIELD, MASS.	BFO	See Springfield, Mass.									
WHEELING, W.VA.	NAL	AL.	Woodsdale 944	3,19	150	C	C	PIT	G	.50	1.10
		CA.	Woodsdale 3308	3	150	C	C	PIT		.50	1.10
		TM.	CSair 3-0220	19	250	C	C	PIT		.50	1.10
WHITEHORSE, Y.T.	YXY	TAJ.	2191	11	600		A	C			
WHITE PLAINS, N.Y.	HPH	MO.	2211	3,6,9	200	C	C				
		NY.	8-5555	20	200	C	C	LGA		.60	1.20
		PA	(See New York)	ST 6-7341				LGA		.60	1.20
WHITE RIVER JCT., VT.	LER	NE.	Lsh 1040	3	200	C	C	BTY		No Service Available	
WICHITA, KAN.	ICT	BN.	WH-3-2284	7,1,5,52	2000	A	A	MKC		.60	1.20
		CO.	WH-3-4261	22,5	200	A	A	MKC		.60	1.20
		CM.	Whitehall 3-3279	3	200	A	A	MKC		.60	1.20
		CE.	WH-3-4191	3,54	200	A	A	MKC		.60	1.20
		TM.	Alphert 5-9613	8,19	400	A	A	MKC		.60	1.20
WICHITA FALLS, TEX.	SPS	BN.	322-4520	9	200	A	A	DAL		.75	1.30
		CO.	32-2-3161	3	200	A	A	DAL		.75	1.30
WILKES-BARRE, PA.	AVP	AA.	Olympic 4-6708	9	250	C	C	PHL		.65	1.50
		EA.	Olympic 5-1172	3,19	150	C	C	PHL		.65	1.50
		FA.	Olympic 4-6649	19	200	C	C	PHL		.65	1.50
		TM.	Olympic 5-1111	19	250	C	C	PHL		.65	1.50
WILLIAMS LAKE, B.C.	YWL	CP.	1,3,6,9	200							
WILLIAMSPORT, PA.	IPT	AL.	8-8605	3,19	150	A	C	PIT		.60	1.30
		CA.	8639	3	150	A	C	PIT		.60	1.30
		TM.	8-8651	20	200	A	C	PKF		No Service Available	
WILLISTON, S.D.	LSN	FL.	Greenfield 3-6019	3	200	A	A	LAX		.65	1.35
WILMINGTON, CALIF.	WOM	IX.	East 8-4191	9	250	A	A	C	G	.65	1.35
WILMINGTON, DEL.	ILG	AA.	East 8-3190	3	150	A	A	C		.65	1.35
		EA.	EA-8-5671	19	200	A	A	C		.65	1.35
WILMINGTON, N.C.	IMW	NA.	River 3-6232	9	200	A	C	C	G	.55	1.50
		FL.	Roler 3-1606	3	100	A	C	C	G	.55	1.50
WINDSOR, ONT.	YQG	AA.	Woodward 5-1000	Served Through Detroit, Mich.						No Service Available	
		CP.	Clearwater 4-1111	228	200	C	C	C		.50	1.00
WINNIPEG, MAN.	YWG	CP.	Whitehall 3-8421	14A	500	C	AC	C		.35	.75
		TC.	93-9361	12,13,3,22A	200	C	C	C		.35	.75
		FW.	6721	4,6	200	C	C	C		.35	.75
WINONA, MINN.	ONA	NO.	8-2144	3	200	C	C			No Service Available	
WINSLOW, ARIZ.	ILW	FL.	911	3	200	C	C	DUG		No Service Available	
WINSTON-SALEM, N.C.	INT	CA.	4-9382	3,22	150	A	A	C	G	.55	1.10
		EA.	PA-6071	19	200	A	A	C		.55	1.10
		FL.	Park 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WIS.	STF	See Stevens Point, Wisc.									
WOLF POINT, MONT.	OLF	FL.	666	3	200	C	A	GTF		No Service Available	
WOONSOCKET, R.I.	SPZ	NE.	Poplar 2-6220	3	200	C		PVD		No Service Available	
WORCESTER, MASS.	ORH	MO.	Pleasant 7-6367	9,3	200	A	C	C	G	.45	1.45
		NE.	Swift 9-4411	3	200	A	C	C		.45	1.45
WORLAND, WYO.	WRL	FL.	Fireide 7-2142	3	200	C	C	GTF		No Service Available	
WORTHINGTON, MINN.	YTO	NO.	3-6655	3	200	C	C			No Service Available	
YAKIMA, WASH.	YKM	WA.	Glencourt 3-9934	4	200	A	A	SEA	G	.75	1.50
		WC.	Chestnut 8-3100	3	150	A	A	SEA		.75	1.50
YAKUTAT, ALASKA	YAK	PN.	4	16	200					.60	1.00
YANSTON, S.D.	YKN	NO.	North 5-109	3	200	C	C			No Service Available	
YARMOUTH, N.S.	YQJ	TC.	1287	22A	200	C	C	C		.35	.75
YORSTON, SASK.	YQG	TC.	34611	3	200	C	C	C		.35	.75
YOUNGSTOWN, OHIO	YNG	CA.	Liberty 5-9413	3,4	250	A	C	CAK	G	.50	1.60
		LC.	Liberty 5-2511	3	200	A	C	CAK			
		UA.	Liberty 5-9744	6,9	300	A	C	CAK		.50	1.60
YUBA CITY, CALIF.	MYV	See Marysville, Calif.									
YUMA, ARIZ.	YUM	SL.	Shaw 3-1871	3	200	A	C	JAN		.45	.85
YANKEEVILLE, OHIO	ZZV	LC.	Gladstone 2-7561	3	200	C					

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital..... Ozark.....	Through Chicago.....
Live Animals.....	Akron, Albany, New York, Buffalo, Grand Rapids, Providence, Rochester, South and Toledo.....	Flying Tiger	Through March 31, 1960.
Live Poultry.....			
Baby Chicks			
Poultry			
Started Chicks			
Started Poultry			
Fish, Tropical			
Live Animals (Except Dogs)...	All points.....	West Coast	Expires March 1.
Meat, Meat Products.....	Off Line points within Mexico.....	AA.....	Through April 30 via Airfreight
Tropical Fish.....	All points.....	Frontier...	Air Express.

CARRIER SERVICES

Carriers	Air Freight Services							Equipment		Protective Services					Special Services							
	Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck		Note 3 CAF/BAF/RAF/RC/PAP	Combination Aircraft	All Cargo Aircraft	Speedpak	Attendants Note 1				Signature Service	"PR" or "HOLD" Baggage	Household Goods	Note 2 Assembly or Distribution			Horse Stalls	
					Joint Tariffs	Separate Tariffs					Armed Guards	Human Remains	Live Animals	Any Shipment				Household Pets	Stopping-in-Transit	Storage		
ALASKA AIRLINES, INC.	X	X	X	X		X		X					X	X	X	X	X				X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X		X	X	X	X			X	X	X	X	X	X	X	X	X		
BONANZA AIR LINES, INC.	X	X		X		X		X							X	X	X	X	X		X	
BRANTIFF AIRWAYS, INC.	X	X	X			X		X				X	X	X	X	X	X	X	X			
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X										X	X	X	X	X	X		X	
CARIBBEAN ATLANTIC AIRLINES, INC.																						
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X				X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X	X			
DELTA AIR LINES, INC.	X	X				X		X	X			X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X		X		X					X	X	X	X			X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X	X	X			X	X	X		X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X			
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X			X	X	X	X		X	X	X	X		
MOHAWK AIRLINES, INC.	X	X	X	X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X	X	X		X		X				X	X	X	X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X				X	X		X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X				X		X								X	X	X	X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X	X			
PACIFIC AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X					X		X		X												
PAN AMERICAN-GRAPE AIRWAYS, INC.	X	X				X	X	X	X			X	X	X	X	X	X	X	X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X			X	X	X	X	X	X	X	X			
PIEDMONT AVIATION, INC.	X	X	X	X		X		X								X	X	X	X		X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X				X		X					X			X	X	X	X	X	X	
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X	X		X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS						X		X								X	X	X	X			
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X	X		X	
TRANS WORLD AIRLINES, INC.	X	X	X			X	X	X	X			X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X			X	X	X		X	X	X	X			
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X			
WESTERN AIR LINES, INC.	X	X		X		X		X								X	X	X	X			
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X			X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.

Note 3 - Services offered: AA - Committed Air Freight;
PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; UA - Reserved Air Freight; PT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

- the Greyhound carrier's inter-city rate;
- the airline's inter-city rate;
- the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NETA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT CHARTS

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo).....	1	G-18
Curtiss C-46 (Super D-46).....	1A	G-18
Douglas C-54.....	2	G-20
Douglas DC-3.....	3	G-23
Douglas DC-4.....	4	G-21
Douglas DC-6.....	5	G-21
Douglas DC-6B.....	6	G-22
Lockheed Super Constellation (Comb.).....	7	G-24
Lockheed Super Constellation (Comb.).....	7A	G-24
Lockheed Constellation.....	8	G-24
Lockheed 049 Cargo.....	8A	G-24
Consolidated Convair.....	9	G-19
Douglas DC-7, 7-B, 7-C.....	10	G-22
Boeing Stratocruiser.....	11	G-17
Canadair North Star (All Cargo).....	12	G-18
Canadair North Star (Comb.).....	13	G-18
Douglas C-47 (All Cargo).....	14	G-19

Aircraft	Chart No.	Page No.
Bristol Britannia.....	14A	G-17
Douglas DC-6A, DC-7BF.....	15	G-23
Douglas DC-6A (Comb.).....	15A	G-22
Lockheed Constellation Speedpak.....	16	G-24
Smith Curtiss Commuter.....	18	G-25
Martin.....	19	G-25
Sikorsky S-55.....	20	G-25
Vertol 44.....	21	G-25
Viscount.....	22	G-25
Viscount.....	22A	G-25
Lockheed Super Constellation (All Cargo).....	23	G-23
Fairchild C-82.....	24	G-19
Boeing 707.....	50	G-17
Boeing 707.....	50A	G-17
De Havilland Comet IV.....	51	G-18
Lockheed Electra.....	52	G-24
Douglas DC-8.....	53, 53A	G-22
Fairchild F-27 (See DC-3 Chart).....	54	G-23

50 BOEING 707

Applicable To PAA, TWA

PACKAGE HEIGHT IN INCHES	PACKAGE WIDTH IN INCHES																
	4	8	12	16	20	24	28	32	36	40	44	48					
68	A 108	—	—	—	—	—	—	—	—	—	—	—	A 68	—	—	—	68
66	A 126	—	—	—	—	—	—	—	—	—	—	—	A 66	—	—	—	66
64	A 140 106	—	—	—	—	—	—	—	—	—	—	—	A 64	—	—	—	64
62	A 152 125	—	—	—	—	—	—	—	—	—	—	—	A 62	—	—	—	62
60	A 162 139 101	—	—	—	—	—	—	—	—	—	—	—	A 60	—	—	—	60
58	A 171 150 116	—	—	—	—	—	—	—	—	—	—	—	A 58	—	—	—	58
56	A 181 160 130	—	—	—	—	—	—	—	—	—	—	—	A 56	—	—	—	56
54	A 190 170 141	99	—	—	—	—	—	—	—	—	—	—	A 54	—	—	—	54
52	A 199 180 151 118	—	—	—	—	—	—	—	—	—	—	—	A 52	—	—	—	52
50	A 208 188 16 130	—	—	—	—	—	—	—	—	—	—	—	A 50	—	—	—	50
Line A — Use when package weighs less than 50 kilos and may be turned on side for loading.																	
Line B — Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.																	
47	A 221 201 174 147 121 106 94 94 63 53	—	—	—	—	—	—	—	—	—	—	—	A 47	—	—	—	47
46	E 127 120 112 103 95 87 78 70 63 53	—	—	—	—	—	—	—	—	—	—	—	A 47	—	—	—	47
44	A 232 214 186 161 137 123 113 105 96 85 65	—	—	—	—	—	—	—	—	—	—	—	A 44	—	—	—	44
43	B 133 126 118 110 102 95 80 84 82 80 65	—	—	—	—	—	—	—	—	—	—	—	A 44	—	—	—	44
40	A 243 229 202 178 156 140 124 114 106 95 85	—	—	—	—	—	—	—	—	—	—	—	A 40	—	—	—	40
39	B 149 141 134 133 130 124 116 109 102 95 85	—	—	—	—	—	—	—	—	—	—	—	A 40	—	—	—	40
36	A 250 241 218 195 173 156 138 125 113 106 96 74	—	—	—	—	—	—	—	—	—	—	—	A 36	—	—	—	36
35	B 169 168 162 153 145 136 128 120 113 106 96 74	—	—	—	—	—	—	—	—	—	—	—	A 36	—	—	—	36
32	A 255 250 233 210 187 168 149 135 125 114 105 87	—	—	—	—	—	—	—	—	—	—	—	A 32	—	—	—	32
31	B 198 194 182 170 160 148 139 130 122 114 105 87	—	—	—	—	—	—	—	—	—	—	—	A 32	—	—	—	32
28	A 259 257 243 225 200 179 159 149 138 124 113 96	—	—	—	—	—	—	—	—	—	—	—	A 28	—	—	—	28
27	B 222 215 200 186 174 160 149 139 130 122 113 96	—	—	—	—	—	—	—	—	—	—	—	A 28	—	—	—	28
24	A 263 261 254 238 212 189 179 168 156 140 123 103	—	—	—	—	—	—	—	—	—	—	—	A 24	—	—	—	24
23	B 242 236 219 202 187 172 158 147 137 129 119 103	—	—	—	—	—	—	—	—	—	—	—	A 24	—	—	—	24
20	A 266 265 261 249 222 212 200 187 173 156 137 109	—	—	—	—	—	—	—	—	—	—	—	A 20	—	—	—	20
19	B 261 257 238 218 200 183 167 153 143 132 125 109	—	—	—	—	—	—	—	—	—	—	—	A 20	—	—	—	20
16	A 271 268 264 258 249 238 225 210 195 178 161 142	—	—	—	—	—	—	—	—	—	—	—	A 16	—	—	—	16
15	B 269 268 256 233 213 193 175 159 148 138 129 114	—	—	—	—	—	—	—	—	—	—	—	A 16	—	—	—	16
12	A 273 271 269 266 261 254 243 233 218 202 186 169	—	—	—	—	—	—	—	—	—	—	—	A 12	—	—	—	12
11	B 272 270 269 248 224 202 181 164 152 141 132 118	—	—	—	—	—	—	—	—	—	—	—	A 12	—	—	—	12
8	A 277 272 271 268 265 261 257 250 241 229 214 197	—	—	—	—	—	—	—	—	—	—	—	A 8	—	—	—	8
7	B 274 272 271 263 233 209 187 269 155 144 134 121	—	—	—	—	—	—	—	—	—	—	—	A 8	—	—	—	8
4	A 276 274 273 271 266 263 259 255 250 243 232 216	—	—	—	—	—	—	—	—	—	—	—	A 4	—	—	—	4
3	B 275 274 273 270 240 214 190 172 158 146 135 123	—	—	—	—	—	—	—	—	—	—	—	A 4	—	—	—	4
PACKAGE WIDTH IN INCHES																	
	4	8	12	16	20	24	28	32	36	40	44	48					

50-A BOEING 707

FIRST DIMENSION (LENGTH) IS FOUND AT THE INTERSECTION OF THE OTHER TWO COLUMNS

Line A — Applicable To AA
Line B — Applicable To CAL, BNF

THIRD DIMENSION (HEIGHT) - INCHES	SECOND DIMENSION (WIDTH) - INCHES																
	4	8	12	16	20	24	28	32	36	40	44	48	52	56	60		
A 69 81																A 69	
A 67 87																A 67	
A 65 94 81																A 65	
A 63 102 89																A 63	
A 61 110 97 81																A 61	
A 59 120 106 90																A 59	
A 57 133 118 104																A 57	
A 55 146 131 118 95																A 55	
B 50 175 152 138 135 118 97 88 82 54																A 50	
A 50 159 144 132 117																A 50	
A 48 180 161 140 128 118 110 100 91 78 68 52																A 48	
A 47 171 156 144 132 118 107 100 70 62 59																A 47	
A 44 182 167 156 144 130 119 110 82 80 64 54																A 44	
B 44 187 175 156 144 130 120 108 96 86 73 52																A 44	
A 41 193 177 165 153 141 130 118 105 98 91 81																A 41	
B 40 197 185 170 156 144 130 120 106 97 86 68																A 40	
A 38 205 186 173 161 150 138 126 114 107 100 91 55																A 38	
A 36 209 191 178 165 155 143 131 119 112 105 94 72																A 36	
B 36 209 192 182 166 155 146 131 117 106 96 78																A 36	
A 33 218 200 185 171 160 148 137 126 120 112 103 84																A 33	
B 32 221 202 192 173 162 150 140 131 120 108 91																A 32	
A 30 226 207 191 177 165 153 142 132 126 118 109 92																A 30	
B 28 232 211 198 180 167 155 140 132 120 100																A 28	
A 27 234 214 197 182 169 157 146 137 131 124 116 98																A 27	
A 24 241 220 202 187 173 160 149 141 135 128 119 103																A 24	
B 24 241 220 202 187 173 160 149 141 135 128 119 103																A 24	
A 21 248 225 207 191 176 163 153 143 138 131 123 108																A 21	
B 20 250 228 208 192 177 165 155 145 139 132 125 109																A 20	
A 18 253 231 211 194 179 166 155 147 141 135 126 111																A 18	
B 16 259 235 214 197 182 169 157 146 137 131 124 116 98																A 16	
A 15 259 236 215 198 182 169 158 149 143																A 15	
A 12 264 241 219 202 185 174 160 151 145 139 131 118																A 12	
B 12 264 241 219 214 208 192 182 176 169 162 155 140																A 12	
A 9 268 246 223 205 188 176 163 153 147 140 132 120																A 9	
B 8 270 247 241 235 228 220 212 202 192 185 175 161																A 8	
A 6 272 249 242 237 229 221 213 203 193 185 176 163																A 6	
A 4 274 250 244 239 230 221 213 203 193 185 176 163																A 4	
A 3 275 254 230 211 194 179 169 159 149 142 134 123																A 3	
A 2 276 255 231 212 195 180 170 160 150 142 134 123																A 2	

CANADAIR NORTH STAR (COMBINATION)

		HEIGHT (IN INCHES)																															
		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60		
WIDTH (IN INCHES)	2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	8	124	122	122	120	120	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	10	124	122	122	120	120	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	14	122	120	118	116	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	20	118	114	114	112	108	104	100	96	84	76	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	22	118	114	114	112	108	104	100	96	84	76	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	24	112	108	108	108	100	96	92	86	80	72	62	56	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	26	112	108	108	108	100	96	92	86	80	72	62	56	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	28	106	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
	30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34																	
	32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34																	
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34																		
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32																		
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32																		

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

12 CANADAIR NORTH STAR (ALL-CARGO)

		HEIGHT IN INCHES									
		30	40	52	67	68	69	70	71	71½	
WIDTH IN INCHES	1	372	372	312	251	239	227	209	190	166	
	2	372	372	290	238	226	215	199	183	158	
	3	372	350	269	227	215	205	190	175	151	
	4	372	330	255	216	205	196	181	168	146	
	5	372	310	243	205	195	189	174	161	144	
	6	372	293	231	196	187	181	167	155	140	
	7	352	280	220	188	180	174	160	149	122	
	8	332	246	210	180	173	165	154	144	104	
	9	313	255	201	173	167	162	147	140	96	
	10	295	244	192	167	162	155	140	137	91	
	11	278	235	185	161	157	150	135	133	88	
	12	262	225	179	157	152	145	130	130		
	13	249	217	173	152	146	140	124	115		
	14	236	208	167	147	141	135	119	107		
	15	226	200	162	143	136	130	114	100		
	16	216	193	151	138	132	125	109	95		
	17	206	186	151	134	128	121	105	89		
	18	198	180	147	130	123	117	101			
	19	190	174	142	125	119	113	98			
	20	183	168	138	122	115	109	94			
	21	175	163	134	118	111	105	90			
	22	169	158	130	114	107	102				
	23	163	153	127	111	104	99				
	24	158	148	124	108	101	96				
	25	153	144	121	105	98	92				
	26	149	139	117	102	95					
	27	144	135	114	100						
	28	139	131	111	98						
	29	135	127	108							
	30	132	124	103							
	31	128	120	102							
	32	124	117	100							
	33	121	113								
	34	117	110								
	35	114	107								

FIND LENGTH AT INTERSECTION
OF HEIGHT AND WIDTH

**1 CURTISS C-46
(ALL CARGO)**

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	156	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
75	110	110	110	102	68	
78	102	102	102	94	61	
80	90	90	90	84	54	
85	86	86	86	79		

**FIND THIRD DIMENSION
(IN INCHES) AT INTERSECTION OF
FIRST AND SECOND DIMENSIONS**

51	DE HAVILAND COMET IV
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First Dimension in Inches

[illegible]

Find Third Dimension (in inches) At
Intersection of First & Second Dimensions

1-A CURTISS C-46R (All Cargo)
APPLICABLE TO DL ONLY

[illegible]

AIRCRAFT CHARTS

14 DOUGLAS C-47 (ALL CARGO)

		WIDTH OR HEIGHT (IN INCHES)					WIDTH ONLY (IN INCHES)							
		40	44	48	52	56	60	64	68	72	76	80	84	
HEIGHT OR WIDTH (IN INCHES)	2	366	366	366	357	357	357	357	353	189	129	109	101	
	4	366	366	366	357	357	357	357	353	189	129	109	101	
	8	362	362	357	357	357	357	357	353	237	161	129	109	97
	12	362	357	357	357	357	357	353	297	177	129	117	97	85
	16	357	357	357	357	357	353	325	213	133	117	105	93	81
	20	357	357	357	353	277	253	153	117	105	93	81		
	24	325	309	305	285	253	213	117	109	97	85	81		
	28	273	265	253	237	217	153	109	97	89	81	81		
	32	233	229	217	197	177	121	105	93	85	81	81		
	36	201	197	189	177	153	117	105	89	85	81	81		
	40	177	173	169	157	141	105	105	85	85	81	81		
	44	173	161	157	145	129	105	101	85	81	77			
48	169	133	133	129	117	105	93	81	81	77				
52	117	117	117	117	109	105	85	81	81	77				
56	97	97	97	97	97	85	69	69						

FIND LENGTH (IN INCHES) AT INTERSECTION
OF HEIGHT AND WIDTH

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

9 CONSOLIDATED CONVAIR

Applicable to NA and TW

	FIRST DIMENSION (IN INCHES)								
	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES)
AT INTERSECTION OF FIRST
AND SECOND DIMENSIONS

9

[illegible]

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS C-54

2

		WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																							
		58	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94			
2	4	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133			
	6	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130			
	8	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127			
8	10	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124			
	12	533	527	521	508	496	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121			
	14	526	499	492	475	462	453	325	205	185	172	163	155	148	145	142	139	137	134	132	130	128	126	124	122	120	118	116			
18	14	476	470	462	448	431	421	290	195	178	167	162	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119			
	16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118			
	18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	122	120	118	117			
20	20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116			
	22	365	353	345	323	295	287	215	162	152	146	141	137	134	132	130	128	127	126	125	123	122	120	119	117	116	115	114			
	24	317	304	290	275	251	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114			
26	26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112			
	28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111			
	30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110			
32	32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109			
	34	246	237	228	218	209	199	167	143	136	131	127	124	121	120	119	118	117	116	115	114	113	113	112	111	110	109	108			
	36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	107	106			
40	40	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105			
	42	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	105	104	103			
	44	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	107	106	105	104	103	102	101			
48	48	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100			
	48	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99			
	48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99			
50	50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98			
	54	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	101	100	99	99			
	54	152	158	147	142	138	133	129	125	125	121	118	114	112	109	108	107	106	105	104	103	102	101	101	100	99	99	98			
58	58	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	102	101	100	100	99	99	98			
	58	142	138	134	129	127	123	119	116	113	110	108	106	105	104	103	102	102	101	100	100	100	100	100	99	99	98	97			
	58	136	132	130	126	123	119	116	113	110	107	105	103	102	101	100	99	99	98	97	96	95	95	95	95	94	93				
62	62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95											
	64				117	114	111	108	106	104	102	100	98	96	95	94	93														
	65				114	111	108	106	104	102	100	98	96	94	93																

UMI

AIRCRAFT CHARTS

4

DOUGLAS DC-4

LINE A applies to: CA, KL, PAA

LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

LINE	4	8	8	10	12	14	16	18	20	22	24	26	28
4	A	86											
	B	72											
12	A	86	86	86	86	86							
	B	72	72	65	65	60							
14	A	86	86	86	86	86	86						
	B	72	72	65	65	60	57						
18	A	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55					
18	A	86	86	86	86	86	86	86	86				
	B	65	65	65	65	60	57	55	52				
20	A	86	86	86	86	86	86	86	86	76			
	B	65	65	65	65	60	57	55	52	50			
22	A	86	86	86	86	86	86	86	86	76	71		
	B	65	65	65	65	60	57	55	52	50	47		
24	A	86	86	86	86	86	86	86	86	76	71	67	
	B	65	65	65	65	60	57	55	52	50	47	45	
26	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
28	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
30	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
32	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
34	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
36	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
38	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
40	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
42	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
44	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
46	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
48	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
50	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
52	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
54	A	86	86	86	86	86	86	86	86	76	71	67	64
	B	65	65	65	65	60	57	55	52	50	47	45	42
56	A	86											
	B	72											

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

5

DOUGLAS DC-6

LINE A applies to: AA, CO

LINE B applies to: BN, DL, KL, NA, SN, SAS

LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
SECOND DIMENSION (IN INCHES)	2	A	150													
		B	150													
		C	150													
	4	A	150 150													
		B	150 150													
		C	150 150													
	6	A	150 150 150													
		B	150 150 150													
		C	150 150 150													
	8	A	150 150 150 150													
		B	150 149 149 149													
		C	150 150 150 150													
	10	A	150 150 150 150 150													
		B	150 143 140 137 133													
		C	150 150 150 150 150													
	12	A	150 150 150 150 150 146													
		B	150 138 133 128 124 122													
		C	150 150 150 150 150 146													
	14	A	150 150 150 150 150 146 131													
		B	144 131 124 119 118 116 114													
		C	150 150 150 150 150 146 131													
	16	A	150 150 150 150 150 146 127 118													
		B	131 122 117 115 112 109 108 108													
		C	150 150 150 150 150 142 127 117													
	17	A	150 150 150 150 150 136 123 116 107													
		B	120 115 107 107 106 105 104 104 104													
		C	150 150 150 150 135 123 121 111 105													
	19	A	150 150 150 150 138 128 120 114 101 98													
	B	112 107 105 103 102 101 100 100 99 98														
	C	150 150 150 142 131 110 104 98 95 90														
21	A	150 150 150 148 130 118 116 106 96 94 86														
	B	104 100 98 97 97 97 96 96 95 94 86														
	C	150 150 147 130 125 103 98 92 90 84 81														
23	A	150 150 143 127 121 110 105 98 94 90 82 78														
	B	96 94 94 93 93 93 92 92 91 90 82 74														
	C	150 147 138 123 115 96 91 88 84 78 74 71														
25	A	148 148 138 123 113 100 95 93 91 83 79 73 67														
	B	92 90 90 89 89 88 88 88 87 87 78 70 52														
	C	147 143 128 116 110 90 84 81 79 73 73 71 67														
27	A	147 147 128 115 98 91 90 87 85 77 73 72 67 67														
	B	87 86 85 85 85 84 83 83 82 81 73 66 52 52														
	C	143 130 118 103 95 85 82 77 75 73 73 71 — 67 40														
29	A	143 128 118 108 94 89 87 84 83 76 71 71 67 67														
	B	82 81 80 80 80 79 79 78 78 69 69 52 52 52														
	C	133 118 108 95 89 80 76 72 71 67 63 58 43														
31	A	123 108 96 90 82 80 77 77 75 73 71 71 67 67														
	B	77 77 76 75 75 75 74 74 73 72 65 57 52 52														
	C	123 108 92 90 82 76 70 69 67 63 58 54 41														
34	A	110 96 86 80 76 74 73 73 73 73 71 71 67 67														
	B	72 72 72 71 71 70 69 69 68 67 61 54 52 52														
	C	110 96 86 80 76 72 68 66 65 60 56 52 39														
35	A	103 84 75 73 73 73 73 73 73 73 71 71 67 67														
	B	71 69 68 68 67 66 66 65 64 62 56 52 52 52														
	C	103 84 75 73 73 73 73 73 73 73 71 71 67 67														
36	A	103 84 75 73 73 73 73 73 73 73 71 71 67 67														
	B	71 69 68 68 67 66 66 65 64 62 56 52 52 52														
	C	103 84 75 73 71 69 66 64 61 58 53 48 38														
38	A	88 78 73 73 73 73 73 73 73 73 71 71 67 67														
	B	52 52 52 52 52 52 52 52 52 52 52 52 52 52														
	C	88 75														
40	A	78 75 73 73 73 73 73 73 73 73 73 63 63 53 53														
	B	52 52 52 52 52 52 52 52 52 52 52 52 52 52														
	C	75														
43	A	75 75 73 73 73 73 73 73 73 73 73 63 63 53 53														
	B	52 52 52 52 52 52 52 52 52 52 52 52 52 52														
	C	75														
47	A	75 75 73 73 73 73 73 73 73 73 73 63 63 59 59														
	B	52 52 52 52 52 52 52 52 52 52 52 52 52 52														
	C	75														
51	A	73 73 73 73 73 73 73 73 73 73 73														
	B	52 52 52 52 52 52 52 52 52 52 52														
	C	75														
55	A	51 51 51 51 51 51 51 51 51 51														
	B	52 52 52 52 52 52 52 52 52 52														
	C	75														

AIRCRAFT CHARTS

6

DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA
FIRST DIMENSION (IN INCHES)

Line	3	8	9	12	18	18	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A 211																				
	B 200																				
	C 200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100				
6	A 211	211																			
	B 200	200																			
	C 200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91				
9	A 211	211	195																		
	B 200	200	195																		
	C 200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A 211	193	186	158																	
	B 190	150	186	158																	
	C 190	150	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A 184	168	160	142	127																
	B 168	168	160	142	127																
	C 168	168	160	142	127	112	118	114	109	104	101	96	94	90	79	72	67				
18	A 175	161	144	135	122	121															
	B 175	161	144	135	122	121															
	C																				
17	A 166	153	139	129	118	116	113														
	B 166	153	139	129	118	116	113														
	C																				
18	A 158	147	135	135	124	114	111	108	105												
	B 150	150	135	123	114	111	108	105	101												
	C 150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A 149	141	128	118	109	106	103	101	94												
	B 149	141	128	118	109	106	103	101	94												
	C																				
20	A 142	135	123	113	104	101	99	97	92	90											
	B 142	135	123	113	104	101	99	97	92	90											
	C																				
21	A 137	128	117	109	101	96	95	94	90	87	84										
	B 124	124	116	108	99	96	95	94	90	89	88	82	79	77	68	61	54				
	C																				
22	A 131	121	113	106	98	95	92	91	88	85	82	78									
	B 131	121	113	106	98	95	92	91	88	85	82	78									
	C																				
23	A 126	116	108	101	94	91	89	87	84	81	79	76	74								
	B 126	116	108	101	94	91	89	87	84	81	79	76	74								
	C																				
24	A 120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B 112	112	104	96	91	89	89	89	89	89	89	89	89	89	85	85					
	C 112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A 111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B 111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	C																				
26	A 104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B 104	102	94	92	89	89	89	89	89	89	89	89	89	89	89	76	76				
	C																				
27	A 100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B 100	99	95	89	89	89	89	89	89	89	89	89	89	89	89	76	76	70			
	C 99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A 89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B 89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	C																				
33	A 80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
	C 80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A 71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
	C 71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
44	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
48	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
52	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
56	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
60	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
64	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
68	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			
72	B 89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

15-A

DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	265	265	265	265	265
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

10

DOUGLAS DC-7, 7-B, 7-C

		HEIGHT OR WIDTH (IN INCHES)																			
		8	9	12	15	18	17	18	19	20	21	22	23	24	25	26	27				
WIDTH OR HEIGHT (IN INCHES)	3	211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108				
	6	211	191	172	163	156	149	142	136	131	125	121	115	109	105	101	97				
	9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87				
	12	170	156	143	137	132	126	120	116	111	106	102	96	94	89	83	77				
	15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68				
Width only (in 33 inches)	18	136	126	116	112	108	103	99	96	92	89	85	82	79	75	72	66				
	21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54				
	24	105	96	91	90	87	84	81	80	78	76	72	69	65	59	54	49				
	27	93	88	83	81	78	76	74	71	71	68	66	63	60	56	54	49				
	30	87	83	79	76	74	71	69	68	66	63	62	59	56	54	49	45				
		33	83	79	75	73	71	69	67	64	62	60	57	55	49	45	41				
		36	80	77	75	70	68	65	62	59	56	53	49	45	42	38	34				
		FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH																			
		*Maximum length of 235 inches applicable to the DC-7C.																			

AIRCRAFT CHARTS

DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....	23"x28"x44"	LC.....	20"x24"x44"
CP.....	24"x28"x35"	FL.....	36"x44"x86"
	56"x56"x93"	NE, PC.....	28"x40"x44"
	24"x60"x181"		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64		
WIDTH (IN INCHES)	2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34		
	4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	
	6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	
	8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	
	10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	
	12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
	14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	33	33
	16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
	18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36		
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36		
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36		

FIND HEIGHT (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15

DOUGLAS DC-6A (ALL CARGO)

DOUGLAS DC-7B F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418
9	623	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	494	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	162	160	158	156	154	152	151	148	146	144	141	139	137	135
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23

LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

	54	60	66	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	496	366	297
15	576	498	396	293	264
18	480	402	318	246	228
21	390	327	270	216	198
24	324	276	231	189	162
27	240	210	176	144	132
30	186	165	138	110	108
33	141	117	110		
36	117				

AIRCRAFT CHARTS

7

LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

		FIRST DIMENSION (IN INCHES)																								
		2	12	13	18	18	21	24	25	28	29	30	38	40												
SECOND DIMENSION (IN INCHES)		2	12	13	18	18	21	24	25	28	29	30	38	40												
		2	12	13	18	18	21	24	25	28	29	30	38	40												
2		312	300	300	300	300	300	300	300	300	300	300	300	300	128	100	100	100	100	100	100	100				
3		312	300	266	220	220	220	220	220	220	220	220	220	220	111	100	100	100	100	100	100	100				
4		300	300	200	200	200	200	200	200	200	200	200	200	200	111	100	100	100	100	100	100	100				
6		300	202	170	170	170	170	170	170	170	170	170	170	170	101	100	100	100	100	100	100	100				
8		300	177	152	152	152	152	152	152	152	152	152	152	152	100	100	100	100	100	100	100	100				
9		300	158	137	137	137	137	137	137	137	137	137	137	137	100	100	100	100	100	100	100	100				
10		300	158	137	137	137	137	137	137	137	137	137	137	137	100	100	100	100	100	100	100	100				
12		300	142	128	124	124	124	124	124	124	124	124	124	124	100	100	100	100	100	100	100	100				
13		300	128	114	114	114	114	114	114	114	114	114	114	114	100	100	100	100	100	100	100	100				
14		300	128	114	114	114	114	114	114	114	114	114	114	114	100	100	100	100	100	100	100	100				
16		300	124	114	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100	100	100	100				
18		300	124	114	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100	100	100	100				
17		300	124	114	108	104	104	104	104	104	104	104	104	104	100	100	100	100	100	100	100	100				
18		300	125	114	108	104	104	104	104	104	104	104	104	104	100	100	100	100	100	100	100	100				
19		300	124	114	108	104	101	101	101	101	101	101	101	101	60	60	60	60	60	60	60	60				
20		300	124	114	108	104	101	101	101	101	101	101	101	101	60	60	60	60	60	60	60	60				
21		300	124	114	108	104	100	100	100	100	100	100	100	100	60	60	60	60	60	60	60	60				
22		300	124	114	108	104	100	80	80	80	80	80	80	80	42	42	29									
23		300	124	114	108	104	100	52	48	45	42	42	42	42	29											
24		300	124	114	108	104	100	52	48	45	42	42	42	42	29											
25		300	124	114	108	104	100	48	29	29	29	29	29	29	29											
26		300	124	114	108	104	100	48	29	29	29	29	29	29	29											
28		300	124	114	108	104	100	45	29	29	29	29	29	29	29											
30		100	100	100	100	100	100	60	42	29	29															
32		100	100	100	100	100	100	60	29																	
40		100	100	100	100	100	100	60																		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52

LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	FIRST DIMENSION (IN INCHES)																					
	27	26	24	22	20	18	16	14	12	10	8	6	4	2	27	26	24	22	20	18	16	14
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44					
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46					
24	159	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50				
22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51					
20	162	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61				
18	163	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69				
16	164	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	72				
14	165	165	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75		
12	165	165	165	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77	
10	169	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80				
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80					
5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51						

16

LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

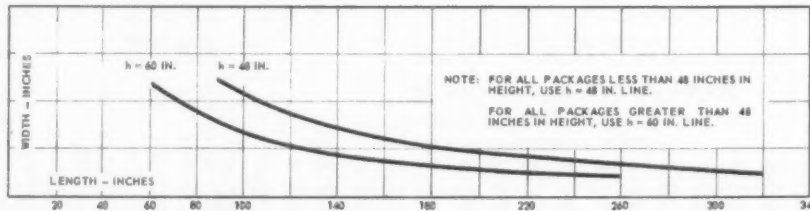
SECOND DIMENSION (IN INCHES)	FIRST DIMENSION (IN INCHES)																					
	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	46	48	50	56
6	370	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
22	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
24	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
26	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
28	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
30	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
32	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
34	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
36	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
38	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
40	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

8A

LOCKHEED 049 CARGO

Maximum Package Size Chart



7A

LOCKHEED SUPER CONSTELLATION (COMBINATION)

Applicable only to TC
(See

AIRCRAFT CHARTS

19

MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

Line	3	8	9	12	15	18	20	30	40	50	53
3	A	136	136	136	136	136	136	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
8	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—
	C	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—
	C	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22

VISCOUNT

Not Applicable to TC

FIRST DIMENSION (IN INCHES)

	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
10	46	46	46	46	46	37	37	35	35	18	18	18	18	18	18	18	18	18
12	46	46	46	46	46	36	36	35	35	18	18	18	18	18	18	18	18	18
14	46	46	46	46	46	35	35	35	35	18	18	18	18	18	18	18	18	18
16	46	45	45	45	35	35	35	35	35	18	18	18	18	18	18	18	18	18
18	46	40	40	40	35	35	35	35	35	18	18	18	18	18	18	18	18	18
20	46	36	36	36	31	18	18	18	18	18	18	18	18	18	18	18	18	15
22	46	36	33	29	21	18	18	18	18	18	18	18	18	18	18	15	15	15
24	46	36	30	27	21	18	18	18	18	18	18	18	18	18	18	15	15	15
26	46	36	28	24	21	18	18	18	18	18	18	18	18	18	18	18	18	18
28	46	36	26	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18
30	46	36	24	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18
32	46	31	23	21	19	18	18	18	18	18	18	18	18	18	18	18	18	18
34	46	31	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18	18
36	35	31	20	20	18	16	16	16	15	12	12	12	12	12	12	12	12	12
38	35	19	19	19	18	15	15	15	15	15	15	15	15	15	15	15	15	15

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

17 LOCKHEED LODESTAR

MAXIMUM DIMENSIONS:

24 IN. x 20 IN. x 34 IN.

18 SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

22A

VICKERS VISCOUNT

Applicable Only To TC

	50	52	54	56	58	60	65	70	75	80	85	90	95	100
8	36	36	36	36	36	36	20	20	18	18	18	18	18	18
10	35	35	35	35	35	35	20	20	18	18	18	18	18	18
12	35	35	35	35	35	35	20	20	18	18	18	18	18	18
14	35	35	35	35	35	35	20	20	18	18	18	18	18	18
16	34	34	34	34	34	34	20	20	18	18	18	18	18	18
18	33	33	33	33	33	33	20	20	18	18	18	18	18	18
20	32	32	32	32	32	32	20	20	18	18	18	18	18	18
22	30	30	30	30	30	30	19	19	17	17	17	17	17	17
24	27	27	27	27	27	27	19	19	17	17	17	17	17	17
26	25	25	25	25	25	25	19	19	17	17	17	17	17	17
28	21	21	21	21	21	21	18	18	16	16	16	16	16	16
30	19	19	19	19	19	19	18	18	15	15	15	15	15	15
32	18	18	18	18	18	18	18	18	17	17	17	17	17	17
34	18	18	18	18	18	18	18	18	17	17	17	17	17	17
36	17	17	17	17	17	17	17	17	17	17	17	17	17	17
38	15	15	15	15	15	15	15	15	15	15	15	15	15	15

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓢ-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPR(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	N	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Animals, in excess of 200 lbs	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	N	N
Apes	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bears, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Bears, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bees	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	N	A(2-20)
Birds	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(32)	AC(2)	N	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Camaries	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Parakeets	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Parrots	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	A(2-20)
Cats	A(2-4)	N	A(2)	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	N	N
Chimpanzees	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	N
Chinchillas	AC(2)	N	A(2)	N	AC(2)	42	N	A(2-32)	AC(2)	N	Ⓢ
Dogs	A(2-4)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	N	N
Elephants	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(9)	A(2-9-20)
EXCEPTIONS											
Clares	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(9)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(2-9)	A(50)	AC	N	N	A(30-32)	A(2)	A(50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(50)	N
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	N	N
Guinea Pigs	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Hamsters	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Hippopotamus	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	N	A(2-20)
Lions, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Lions, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
EXCEPTIONS											
Calves	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(2)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Swine	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Mink	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Monkeys	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	N	N
Orangoutangs	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Pets, small	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Poultry	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry (except turkey)	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, turkey	AC(2-16-18)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Reptiles	AC(2-6)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	N	N
Rodents	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
EXCEPTIONS											
Coyus (Nutria)	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Mice	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Rats	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Skunks, pet	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	N	N
Snakes, non-poisonous and harmless	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	N	N
Tigers, cub	AC(2-6)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	N	N
Tigers, grown	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Wolves	AC(2)	N	N	N	N	N	N	N	AC(2-6)	N	N
Worms	AC(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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N-Not accepted.
(E)-Air Express only.
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	PT	LX(E)	LC(E)	MO	NA	NE	NO	NW	NY	OC
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	N	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	N	A(3-31)	N	A(2-24)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	N	N	N	A(2-4-61)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	A(2-23-26)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2)
Parakeets	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-23-26)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(29-7)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	N	A(3-31)	N	AC(2-23-26)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(29-7)	A(3-31)	A(2)	A(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50m-23-26)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50m-23-26)	A(2-9)	A(2-9)
Lobsters	A(50m)	A(50m)	A(50m)	A(50m)	A(50m)	A(3-50m)	(E)	A(50m-23-26)	A(50m)	A(50m)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50m-23-26)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	(E)	A(50m-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	A(2-4-61)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-61)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-61)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-41)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	N	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Cattle, unweaned	A(3)	N	N	N	N	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	N	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(29-7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	N	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(29-7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	N	A(3-31)	(E)	A(2-23-26)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Ducklings	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Goats	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Fowls (except turkey)	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Fowls, turkey	A(3)	A(2)	A(2-4)	N	A(29-8)	A(3-31)	(E)	A(2-23-26)	A(2)	A(2-8)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(2-4-41)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-41)	A(2-6)	A(2)
EXCEPTIONS										
Coyus (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-24)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	N	A(3-31)	N	A(2-41)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	N	A(3-31)	N	A(2-41)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(29-7)	A(3-31)	N	A(2-41)	A(2)	A(2)
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	N	A(3-31)	(E)	A(2-41)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(29-7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	N	N	(E)	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-31)	(E)	A(2-23-26)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
E-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	PD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	E	AC(2)	AC(2)	A(2-20)	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-20)	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	E	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	E	AC(2)	AC(2-42a)	A(2-20)	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	E	AC(2)	AC(2-42a)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	E	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-19)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	E	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a)	A(9)	N
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	E	A(50)	A(50-23-27)	N	N
Isobaters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	E	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	E	A(50a)	N	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	E	A(50)	A(50-23-27)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Hamsters	A(2-30)	N	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-4)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	N	AC(2)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	E	AC(2)	A(2-8-23-27)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	E	AC(2)	A(2-8-23-27)	A(2-20)	N
Gooslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	E	AC(2)	A(2-8-23-27)	A(2-20)	N
Poultis (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Poultis, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	N	AC(2)	A(2-8-23-27)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	A(2)
EXCEPTIONS											
Coyote (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	E	AC(2)	AC(2-42a)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	E	AC(2)	AC(2-42a)	A(2-20)	N
Snakes, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	N	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
②-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BW	CA	CO	CN	DL	EA	FL	FT	LX②	LC②	MD	MA
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC	N	N	AC	N	N	N	AC	N	N	A	A	A	N	N
Eggs, raw poultry . . .	A	A	A	A(2)	AC	A	A	A	A(47)	N	A	A(2)	A	A	N
Etiologic Agents . . .	A	A	A	A	A	A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	•A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A	•A	A	A	A	A	A	A
Not over 48" in length	A	A	N	A	A	A	A	A(21)	•A	A	A	A	A	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	•A(20-30)	A	A	A	N	N	N
Over 60" in length . .	A	N	N	AC	AC	A(21)	N	AC	•A(20-30)	A	A	A	N	N	N
Foodst, perishable . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	N
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other															
than cremated	A(4-5)	A(4-5)	A(4)	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5-40)	A	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	AC(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or															
oiled, without packing	N	N	N	AC	AC	N	N	AC	AC(40)	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	N	A	A	A	A(9)	N	A
Perishables not in leak-															
proof containers where															
time is principal fac-															
tor in shipment . . .	A	N	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/															
or porcelain	A	N	A	A	N	A	N	A	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A	A	A	A	N	A	A	A	A	A	A	A	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A

	NE	NO	NW	NY	OE	PC	PI	RD	SO	TC	THC	TI	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	②	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	N	N	AC	N	N	N	AC	N	N
Eggs, raw poultry . . .	A	A	A(54)	A(2)	A	A	N	A	N	A(38)	A	N	A	A	A(2)	A
Etiologic Agents . . .	A	N	N	A	A	N	N	A	N	A	A	N	A	A	N	A
Fabrics in rolls	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A(21)	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A(21)	A(21)	N
Not over 60" in length	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Over 60" in length . .	A(21-31)	N	A(41)	A	N	A	N	A	N	A(43)	A	A	AC	A(21)	A(21)	N
Foodst, perishable . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A	A
Berries	A	A	A(23-26)	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other																
than cremated	A(14)	N	A(4-41)	A(5)	A(4-5)	N	A(5-21)	A	N	AC	A(4-5)	②	A(5)	A(5-14)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)	A(5)	A(5-21)	A	N	AC	A(4-5)	②	A(5)	A(5-14)	N	N
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or																
oiled, without																
packing	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-																
proof containers where																
time is principal fac-																
tor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/																
or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

*Effective with October 16.

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent leakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 100 pounds for each crate and animal(s).
7. Accepted on combination aircraft only when in Turtle-type kennels (small — 16 1/2 x 23 1/2 x 27; large — 23 1/2 x 37 x 40) subject to the following:
CO: will accept Turtle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.
NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
UA: In addition, will accept containers which meet the following minimum kennel specifications:
 1. Must be constructed of plywood, metal or composition material equal to tempered masonite.
 2. Minimum material specifications —
Plywood — 1/4" — 3 ply spruce or fir or equivalent. Sheet Metal — 20 Gauge Composition Material — 1/4" tempered masonite or equivalent.
Framing — for wood or composition — 1" x 2" dimension lumber, fir or other close grained wood.
 3. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks, such as hasp with harness snap.
 4. Must be of sufficient size to permit animal to stand, sit and lie down.
 5. Kennel must be provided with adequate cross ventilation.
 6. Shipper must provide adequate bedding material such as shredded paper with no more than two ounces of a liquid deodorant equal to Airmen Blue Label animal deodorant. Such deodorant must be non-toxic and non-corrosive.
 7. Shipper must tender kennel with animal enclosed and locked.
 8. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert the full size of the floor extending upwards 1" or more on all four sides.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20" in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL: 20" x 24" x 60") (PI: 42L x 28" W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.

18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1" by 1" slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only — Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft except between California and Hawaii.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
34. Not accepted on F-27A aircraft.
35. Accepted on Speedpak equipment only.
36. Accepted on all cargo aircraft or on Boeing Stratocruiser combination aircraft only. Exception: One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.
37. Accepted on B-707 aircraft.
38. Accepted on DC-8 aircraft.
39. Flowers can be accepted in boxes up to the following lengths:
DC-3 aircraft — Up to 60 inches
Viscount aircraft — Up to 56 inches
North Star aircraft — Up to 47 inches
40. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
41. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and New Orleans and Mexico City.
42. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.

RECOMMENDED PACKAGING SECTION

50. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
51. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material, an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than freeze or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
52. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basic weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.
53. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than 100 of an inch in thickness, and completely wrapped with Kraft paper having a basic weight of not less than seventy five pounds. Do not roll or drag on end. Glue or tape shipping documents — do not use staples.
54. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP".

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIR-LINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROVIAS VENEZOLANAS (AVENSA)

618 3	581 #	583 #	C-46	584 #	582 #	617 4
1200	0500	0530	Read Down	Read Up	1015	0920
			Lv MAIQUETIA (CARACAS).....Ar			1515
		0630	Ar BARCELONA.....Lv			
		0645	Lv BARCELONA.....Ar			
		0705	Ar CUMAN.....Lv			
		0720	Lv CUMAN.....Ar			
		0740	Ar PORLAMAR.....Lv			
		0755	Lv PORLAMAR.....Ar			
		0815	Lv CARUPANO.....Lv	0830		
			Ar VALERA.....Lv			
			Ar VALERA.....Ar			
			Ar MARACAIBO.....Lv			
			Ar KINGSTON.....Lv			
			Ar KINGSTON.....Ar			
			Ar MIAMI.....Lv			
1830	0700			0720	1030	
					1000	
					0700	

AEROLINEAS ARGENTINAS (ARG)

692 1	620 2	C-47	621 1	693 1
3 6	5 7	Read Down	Read Up	3 6
		0630	Lv BUENOS AIRES.....Ar	0205
		0850	Ar BAHIA BLANCA.....Lv	2355
		0905	Lv BAHIA BLANCA.....Ar	2340
		1150	Ar TRELEW.....Lv	2120
		1205	Lv TRELEW.....Ar	2105
		1335	Ar COMODORO RIVADAVIA.....Lv	1945
		1435	Lv COMODORO RIVADAVIA.....Ar	1930
		1545	Ar PUERTO DESEADO.....Lv	1820
		1600	Lv PUERTO DESEADO.....Ar	1805
		1705	Ar SAN JULIAN.....Lv	1710
		1725	Lv SAN JULIAN.....Ar	1650
		1755	Ar SANTA CRUZ.....Lv	1620
		1810	Lv SANTA CRUZ.....Ar	1605
		1900	Ar RIO GALLEGOS.....Lv	1515
0900			Lv RIO GALLEGOS.....Ar	1415
1010			Ar RIO GRANDE.....Lv	1355
1025			Lv RIO GRANDE.....Ar	1350
1115			Ar USHUAIA.....Lv	1200

AEROFLOT (AFL)

125	IL-12	126
Read Down	Read Up	
0740	Lv MOSCOW, Vnukovo.....Ar	
1020	Ar KIEV.....Lv	
1110	Lv KIEV.....Ar	
1240	Ar ODESSA.....Lv	
1330	Lv ODESSA.....Ar	
1400	Ar BUCHAREST, Baneasa.....Lv	
1445	Lv BUCHAREST, Baneasa.....Ar	
1600	Ar SOFIA, Vrajdebna.....Lv	

AIR FRANCE (AF)

389 DC-4	5610 DC-4	1185 DC-3	899 DC-3	898 DC-3	5611 DC-4	388 DC-4
4	2	4 6	4 6	Ex. #	3	1
1430	1500	0150	0340	Read Down	Read Up	2300
	1710	0430	0200	Lv LONDON Airport Central.....Ar	0030	
				Ar PARIS, Orly.....Lv	2340	
				Lv PARIS, Orly.....Ar		
				Ar MARSEILLE, Marignane.....Lv		
				Lv DOUALA.....Ar	0820	
				Ar YAOUNDE.....Lv	0630	
				Ar N'GAOUNDERE.....Ar		
				Ar ALGIERS.....Lv		1900
				Lv ALGIERS.....Ar		0845
				Ar FORT LAMY.....Lv		2015
1900						
1940						
0610						

ARIANA AFGHAN AIRLINES

DC-4
Read Down
Read Up
Lv KABUL.....Ar
Ar KANDAHAR.....Lv

AIR JORDAN

212 Z	C-46	213 Z
Read Down	Read Up	
0900	Lv AMMAN.....Ar	1710
1100	Ar DAMASCUS.....Lv	1710
1130	Lv DAMASCUS.....Ar	1640
1110	Ar BEIRUT.....Lv	1500

ALASKA AIRLINES (ASA)

101 #	DC-6C	100 #
Read Down	Read Up	
0900	Lv SEATTLE.....Ar	0440
1250	Ar FAIRBANKS.....Lv	2100
1625	Lv FAIRBANKS.....Ar	2020
1745	Ar ANCHORAGE.....Lv	1900

ALL NIPPON AIRWAYS

18 Ex 1	Read Down	Read Up	17 Ex 1	67 Ex 1
	Lv FUKUOKA.....			0550
	Ar OSAKA.....Ar		0245	
0010	Lv OSAKA.....Lv			0330
0220	Ar TOKYO.....		0030	
	Lv TOKYO.....			

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 7BF DC-6 # EX	853 6A # EX	807 7BF # EX	801 7BF # EX	803 6A # EX	827 7BF # EX	855 6A # EX	855 6A # EX	991 6A # EX	DC-6A-6A DC-7BF-7BF	816 7BF # EX	802 6A # EX	992 6A # EX	824 7BF # EX	806 6A # EX	806 6A # EX	810 6A # EX	856 6A # EX	814 7BF # EX
⑥	⑦①	⑦①	⑥⑦	①⑦	⑥⑦	⑤	⑤⑥	⑦①	Read Down	Read Up	⑤⑦	⑥⑦	⑥⑦	⑥⑦	⑥	①	⑦	⑥
2200			2230 2316 0015				2230 2230		Lv BOSTON.....Ar	1108								2048
	0130								Lv HARTFORD.....Ar									
									Lv HARTFORD.....Ar									
									Lv NEW YORK (LGA).....Ar									
									Lv NEW YORK (LGA).....Ar									
									Lv NEW YORK (EWR).....Ar									
									Lv NEW YORK (EWR).....Ar									
									Lv PHILADELPHIA.....Ar									
									Lv PHILADELPHIA.....Ar									
									Lv BALTIMORE.....Ar									
									Lv BALTIMORE.....Ar									
									Lv BUFFALO.....Ar									
									Lv WASHINGTON.....Ar									
									Lv WASHINGTON.....Ar									
									Lv CINCINNATI.....Ar									
									Lv CINCINNATI.....Ar									
									Lv DETROIT.....Ar									
									Lv DETROIT.....Ar									
									Lv NASHVILLE.....Ar									
									Lv NASHVILLE.....Ar									
									Lv MEMPHIS.....Ar									
									Lv MEMPHIS.....Ar									
									Lv CHICAGO (MDW).....Ar									
									Lv CHICAGO (MDW).....Ar									
									Lv CHICAGO (ORD).....Ar									
									Lv CHICAGO (ORD).....Ar									
									Lv ST. LOUIS.....Ar									
									Lv ST. LOUIS.....Ar									
									Lv DALLAS.....Ar									
									Lv DALLAS.....Ar									
									Lv GRAND ISLAND.....Ar									
									Lv GRAND ISLAND.....Ar									
									Lv SAN ANTONIO.....Ar									
									Lv SAN ANTONIO.....Ar									
									Lv MEXICO CITY.....Ar									
									Lv LOS ANGELES.....Ar									
									Lv LOS ANGELES.....Ar									
									Lv SAN FRANCISCO.....Ar									

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ②③④⑤	337 170 ②③④⑤	335 DC-4 ②③④⑤⑦	331 170 ②③④⑤⑦	353 170 ②③④⑤⑦	357 170 ②③④⑤⑦	351 170 ②③④⑤⑦	347 170 ②③④⑤⑦	345 DC-4 ②③④⑤⑦	385 DC-3 ②③④⑤⑦	388 DC-3 ②③④⑤⑦	DC-3; DC-4 Bristol 170	387 DC-3 ②③④⑤⑦	386 DC-4 ②③④⑤⑦	346 DC-4 ②③④⑤⑦	348 170 ②③④⑤⑦	352 170 ②③④⑤⑦	358 170 ②③④⑤⑦	354 170 ②③④⑤⑦	332 170 ②③④⑤⑦	336 170 ②③④⑤⑦	338 170 ②③④⑤⑦	368 170 ②③④⑤⑦
											Read Down	Read Up										
											Lv SYDNEY.....Ar	2250	2330									
											Lv BRISBANE.....Ar	1930	2100									
											Lv MELBOURNE.....Ar											
											Lv LAUNCESTON.....Ar											
											Lv HOBART.....Ar											
											Lv DEVONPORT.....Ar											
											Lv WYNYARD.....Ar											

ASA INTERNATIONAL AIRLINES (ASAI)

331 C-46 ④	881 DC-4 ③	671 DC-4 ②⑤	761 DC-4 ①④	831 C-46 ⑦	DC-4	C-46	762 DC-4 ①④	672 DC-4 ②⑤	882 DC-4 ③	332 C-46 ④	832 C-46 ⑤
					Read Down	Read Up					
					Lv TAMPA/ST.						
					Ar BELIZE.....Lv						
					Ar BELIZE.....Lv						
					Ar GUATEMALA CITY.....Lv						
					Ar GUATEMALA CITY.....Lv						
					Ar SAN SALVADOR.....Lv						
					Ar SAN SALVADOR.....Lv						
					Ar GUATEMALA CITY.....Lv						
					Ar GUATEMALA CITY.....Lv						
					Ar PANAMA.....Ar						
					Ar PANAMA.....Ar						
					Ar BOGOTA.....Ar						

BRANIFF AIRWAYS (BN)

851 A ②③④⑤⑥	C-46	850 B ②③④⑤⑥
	Read Down	Read Up
	Lv CHICAGO (MDW).....Ar	0159
	Lv KANSAS CITY.....Ar	2359
	Lv KANSAS CITY.....Ar	2330
	Lv WICHITA.....Ar	2220
	Lv WICHITA.....Ar	2155
	Lv OKLAHOMA CITY.....Ar	
	Lv DALLAS.....Ar	2000

AVIATECA (GU)

① ③⑤	③④	Read Down	Read Up	②⑤	① ③⑤
		Lv NEW ORLEANS.....Ar			
		Lv MIAMI.....Ar			
		Lv GUATEMALA.....Ar			

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

BRITISH EUROPEAN AIRWAYS (BEA)

Scheduled All-Freight Services
From 1st April, 1960

02 2 3 4 5 6	02 L 7	16 V 2 3 4 5 6 7	36 V 2 5 7	21 V 2 3 6 7	21 Y 4 5	06 L 3 5 7	08 Y 6	V 2 3 5	V-Viscount Freighter Y-York Freighter L-Leopard Freighter	09 3 4 6	07 L 1 4 6	31 Y 6 7	22 V 2 3 6 7	22 Y 4 5	37 V 2 5 7	15 V 2 3 4 5 6 7	03 L 2 3 4 5 6	03 L 7	
0001	0030	0105	0205	0101 0205	0101 0230	0330 0800 0900 1105	0330 0715 0815 1000	0045 0320	Read Down	Read Up	0815	1500	1240	0545 0440	0610 0440	0650	0755	0525	0555
0155	0225	0335	0310							0530	0810	0810 1130 6			0540	0520	0330	0400	

LONDON-DUSSELDORF-FRANKFURT (BEA)

29 L #	L - Leopard Freighter	30 L #
EX 1	Read Down	Read Up
0030	Lv LONDON.....Ar	1045
0405	Ar DUSSELDORF.....Lv	0535*
0535	Lv DUSSELDORF.....Ar	
0650	Ar FRANKFURT.....Lv	0820

*Via Frankfurt Flt. No. BEF 29

BRITISH OVERSEAS AIRWAYS (BA), QANTAS EMPIRE (EM)

BA 776 SC 3	BA/EM* 778 SC 5	BA 978 SC 6	SC - Super Constellation	BA 979 SC 3	BA/EM* 779 SC 2	BA 777 SC 7
			Read Down	Read Up		
2100	2230	1700	Lv LONDON.....Ar	1930	1600	1915
2359	0140	2015	Ar FRANKFURT.....Lv	1800	1430	1805
4 1000	0345	7 0625	Ar GENEVA.....Lv	0915	1430	0915
1750	1215	1415	Ar ZURICH.....Lv	4 0505	1430	1 0505
5 0405	2345		Ar BEIRUT.....Lv	0715	0715	0915
	7 0730	1 0905	Ar BAHRAIN.....Lv	1400	2015	2130
1420	1350	1800	Ar DAMASCUS.....Lv	1400	1530	1320
2010	1900		Ar KARACHI.....Lv	3 0800	1145	1320
	2330		Ar DELHI.....Lv		0730	7 0830
	1 0900		Ar CALCUTTA.....Lv		3 0230	2100
	1830		Ar RANGOON.....Lv		2 1245	
			Ar BANGKOK.....Lv			
			Ar HONG KONG.....Lv			
			Ar SINGAPORE.....Lv			
			Ar JAKARTA.....Lv			
			Ar DARWIN.....Lv			
			Ar SYDNEY.....Lv			

*This flight operated jointly by BOAC and QEA.

COMPANIA MEXICANA DE AVIACION, S.A.

	420C ③ ④	920C C82 ④	920C ②	930C ⑥	410C ④	C-47										421C ③ ④	411C ④	931C ①	921C ③	921C ④	921C C82 ⑤
						Read Down					Read Up										
		0700	0700	0700	0700	Lv MEXICO, D.F.					Ar							1400		2100	1400
		0900	0920	0900	0900	Ar GUADALAJARA					Lv							1200		1900	1200
1430		0930	1000	0930		Lv GUADALAJARA					Ar	1835	1215				1130	1145			1130
1320					0750	Ar MASCOTA					Lv	1745	1125								
1530					0810	Lv MASCOTA					Lv	1735	1105								
1550					0830	Ar TALPA					Lv	1715	1045								
1600					0850	Lv TALPA					Ar	1705	1025								
1625					0915	Ar PUERTO VALLARTA					Lv	1640	1000								
		1010	1055	1010		Ar MAZATLAN					Lv						0850	0900			0850
		1040	1120	1040		Lv MAZATLAN					Lv						0820	0835			0820
		1345	1430	1345		Ar HERMOSILLO					Ar						0530	0530			0530
		1415	1455			Lv HERMOSILLO					Ar							2325			2120
		1620	1715			Ar MEXICALI					Lv							2100			
		1705	1740			Lv MEXICALI					Ar							2015			
		1750	1820			Ar Tijuana					Lv							1930			1900

DC-6	DC-4	DC-6	DC-6	DC-4	DC-6	DC-4			DC-6	DC-6	DC-4	DC-6	DC-4	DC-6
⑦	①	②	②	③	④	⑤	Read Down	Read Up	①	②		④		DC-6
		0145			1715		Lv BANGKOK.....Ar		2325			1610		
		0710			2240		Ar HONG KONG.....Lv		1945			1230		
		↓			⑤				↑			↑		
1230		0900			0900		Lv HONG KONG.....Ar		1845			1130		
↓		↓			↓		Ar MANILA.....Lv		↑			↑		
1440		↓			1110	1500	Ar MANILA.....Ar		1615	1535		1300		1130
		1630	1950		1900		Ar TAIPEI.....Lv		②	1215		0900	0900	0900
									①			④	⑦	
1545	0900			0900	1215		Lv TAIPEI.....Ar		1520		0755	0755	2215	
1825	1205				1455		Ar OKINAWA.....Lv		1425		0630	0630		
1915	1300				1545		Lv OKINAWA.....Ar		1340		0545	0545		
2245	1745				1915		Ar TOKYO.....Lv		0900		0015	0015	1715	
	②			④	⑥				①		③	⑤	⑤	
	1100			1100	0900		Lv TOKYO.....Ar				2050	2050	1625	
	1530			1530	1140		Ar SEOUL.....Lv				1630	1630	1245	
											②	④	⑥	

461 X	C-46	460 X
Read Down	Read Up	
0930	Lv MIAMI, InternationalAr	0745
1045	Ar HAVANA, Jose Marti..Lv	0630

991 # EX 7 1	29X # EX 7 1	25X # EX 7 1		22X # EX 6 7	802 # EX 6 7	992 # EX 6 7	24X # EX 3	26X # EX 6 7
DC-6AC	-46RC	-46R	Read Down	Read Up	C-46RC	-6AC	-6AC	-46R
	2300		Lv NEWARK.....Ar	1055			2100	
	2345		Ar PHILADELPHIA..Lv	1015				
	0045		Lv PHILADELPHIA..Ar	0935				
		0040	Lv CHICAGO.....Ar					0420
		0315	Ar CINCINNATI.....Lv					
		0355	Lv CINCINNATI.....Ar					
			Ar MEMPHIS.....Lv					0140
			Lv MEMPHIS.....Ar					0100
			Ar CHARLOTTE.....Lv					
			Lv CHARLOTTE.....Ar					
			Ar ATLANTA.....Ar	0602				
			Lv ATLANTA.....Ar	0502				
1300		0608	Ar NEW ORLEANS...Lv	0150		0850		
		1100	Lv NEW ORLEANS...Ar	0050				
			Ar HOUSTON.....Ar	2311				
			Lv HOUSTON.....Ar	2231				
			Ar DALLAS.....Lv	2100	0345			
			Lv DALLAS.....Ar					
			Ar LOS ANGELES....Lv					
			Lv LOS ANGELES....Ar					
			Ar SAN FRANCISCO..Lv		2000			
0255			Ar ORLANDO.....Lv			0520		
0415			Lv ORLANDO.....Ar			0400		
0755			Ar TAMPA.....Ar			2100		
0855			Lv TAMPA.....Ar					
1035			Ar MIAMI.....Lv					
		1309						2022
		1349						1942
								1909
								1829
		1502						1715

EASTERN AIR LINES, INC. (EA)

541 # EX 6	215 #	541 #	Lockheed Speedpai.		324 # EX 7	834 #
			Read Down	Read Up		
			Lv DETROIT.....	Ar		
		2340	Lv NEW YORK.....	Ar		
			Lv GREENVILLE.....	Ar		0520
		0412	Lv ATLANTA.....	Ar		
			Lv ATLANTA.....	Ar		
0445	1745		Lv MIAMI.....	Lv	1126	0005
	2057		Ar MOBILE.....	Lv		
			Ar NEW ORLEANS.....	Lv		
			Lv NEW ORLEANS.....	Ar	0800	
0623			Ar HOUSTON.....	Lv		

362 C-46 # EX 7	182 # EX 7	184 # EX 5 7	184 # EX 5	282 # EX 7	284 # EX 6 7	284 # EX 6	L-1049H		181 # EX 7	183 # EX 6 7	281 # EX 7	283 # EX 1	361 C-46 # EX 7
							Read Down	Read Up					
1600							Lv SEATTLE.....	Ar					0650
1655							Ar PORTLAND.....	Lv					0550
1725							Lv PORTLAND.....	Ar					0520
2050							Ar SAN FRANCISCO/OAK.....	Lv					0200
							Lv SAN FRANCISCO/OAK.....	Ar					
							Lv SAN DIEGO.....	Ar					
							Lv LOS ANGELES.....	Lv					
							Ar MINNEAPOLIS.....	Lv					
							Lv MINNEAPOLIS.....	Ar					
							Ar CHICAGO.....	Lv					
							Lv CHICAGO.....	Ar					
							Ar MILWAUKEE.....	Lv					
							Ar SOUTH BEND.....	Lv					
							Ar GRAND RAPIDS.....	Lv					
							Ar DETROIT.....	Lv					
							Lv DETROIT.....	Ar					
							Ar TOLEDO.....	Lv					
							Ar CLEVELAND.....	Lv					
							Ar AKRON.....	Lv					
							Ar BUFFALO.....	Lv					
							Ar BINGHAMTON.....	Lv					
							Lv BINGHAMTON.....	Ar					
							Ar ROCHESTER.....	Lv					
							Ar NEW YORK (EWR).....	Lv					
							Lv NEW YORK (EWR).....	Ar					
							Ar NEW YORK (IDL).....	Lv					
							Ar PHILADELPHIA.....	Lv					
							Ar ALBANY.....	Lv					
							Ar HARTFORD/SPRINGFIELD.....	Ar					
							Lv HARTFORD/SPRINGFIELD.....	Lv					
							Ar BOSTON.....	Lv					
							Ar PROVIDENCE.....	Lv					

t - Expedited Motor Connections.

HUNTING-CLAN AIR TRANSPORT (HCA)

553	555	551	557	DC-6C		558	552	556	554
⑦	⑦	⑦	⑦	Read Down	Read Up	④	④	④	⑤
0230	0230	0230	0230	Lv LONDON	Ar	0320	2250	0040	1155
0540	0540	0440	0540	Lv FRANKFURT	Lv	0210	2140	2330	1045
0655	0655	0555	0655	Lv FRANKFURT	Ar	0055	2025	2215	0930
1110	1110	1010	1110	Lv MALTA	Lv	2025	1555	1745	0500
1225	1225	1125	1225	Lv MALTA	Ar	1910	1440	1630	0345
2015	2015	1915	2015	Lv KHARTOUM	Lv	1250	0820	1010	2125
2130	2130	2030	2130	Lv KHARTOUM	Ar	1135	0705	0855	2010
↓	↓	↓	↓	ENTEBE	Lv			0545	1700
				ENTEBE	Ar		↑	0430	1545
0305	0305	0205	0305	Lv NAIROBI	Lv	0800	0330	0301	1415
0500	0500	0400	0500	Lv NAIROBI	Ar	0555	0125	0055	1210
0840	0840	0740	0840	Lv SALISBURY	Lv	0015	1945	1915	0630
		0855	0630	Lv SALISBURY	Ar	2030	1830		
		1125	0900	Lv JOHANNESBURG	Ar	2300	1600		

INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376		
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕		
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0500	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	0400		
GAUHATI, Kahikuchi...Lv	0605	0635	0705	1115	1150	1225	1605																						
GAUHATI, Kahikuchi...Lv								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505						
BAGDOGRA, Singherbil...Lv																								0855	0545	0635	0800		
MOHANBARI, Mepl...Lv																									0825	0905			
RETURN	318	316	314	312	324	322	320	332	334	336	338	340	342	344	346	348	350	352	354	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	
MOHANBARI, Mepl...Lv																													
BAGDOGRA, Singherbil...Lv																													
GAUHATI, Singherbil...Lv																													
GAUHATI, Kahikuchi...Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720				
GAUHATI, Kahikuchi...Lv																													
CALCUTTA, Dum Dum...Ar	1350	0940	0910	1008	1048	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	
																									</				

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕
CALCUTTA, Dum Dum...Lv	1530	1430	0005	0010	1210	1450	1450	1450	00
AGARTALA, Singher...Lv	1650	1550							
KAILASHAHAR, Singher...Lv			0945						
KAMALPUR, Singher...Lv				0935					
KHOWAI, Singher...Lv					1335				
KAILASHAHAR, Singher...Lv						1050	1005	1050	
SILCHAR, Singher...Lv						1110			
IMPHAL, Singher...Lv						1150			
RUPSI, Singher...Lv								0945	

RETURN	394	373	374	374	330	325	326
Read Down	✕	✕	✕	✕	✕	✕	✕
RUPSI, Singher...Lv	1210						
IMPHAL, Singher...Lv	1230						
SILCHAR, Singher...Lv	1310	1035	1120				
KHOWAI, Singher...Lv				1400			
KAMALPUR, Singher...Lv					1005		
KAILASHAHAR, Singher...Lv						1015	
AGARTALA, Singher...Lv							
CALCUTTA, Dum Dum...Ar	1200	1515	124	1320	1500	1140	1200

IRANIAN AIRWAYS (IRA)

DC-4	287	267	266	286
Read Down	⑥	③	⑦	④
0500 Lv TEHRAN			1930	1930
0900 Ar ANKARA			1230	1230
1000 Lv ANKARA			1130	1130
1630 Ar MILAN			0330	0330
1730 Lv MILAN			0230	0230
1730 Ar ZURICH			0230	0230
1830 Lv ZURICH			0130	0130
2000 Ar FRANKFURT			0001	0001

IRISH INTERNATIONAL AIRLINES (ALT)

C-47	800	860	850	840	830	822	820	810	811	821	823	831	841	851	861	801
Read Down	⑤	②	①	④	⑤	②	④	③	③	⑤	②	④	④	①	②	⑤
1120 Lv DUBLIN									2200	1350	1720	2310	2255	1240	1235	1740
1925 Ar LIVERPOOL									2050	1015	1600	2145	2120	1100	1055	1525
Ar GLASGOW																
Ar BIRMINGHAM																
Ar BRISTOL																
Ar CARDIFF																
Ar LONDON																

INI & CIA. S.A. (INI)

V180	Read Down	Read Up	V181
③			⑥
0600 Lv BUENOS AIRES			1350
0910 Ar SANTIAGO			0835
1020 Lv SANTIAGO			0725
1415 Ar ANTOFAGASTA			0330
1500 Lv ANTOFAGASTA			0245
1920 Ar LIMA			2025
2040 Lv LIMA			1905
0100 Ar GUAYAQUIL			1445
0200 Lv GUAYAQUIL			1345
0620 Ar PANAMA			0925
0730 Lv PANAMA			0815
1345 Ar MIAMI			0200

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

KLM ROYAL DUTCH AIRLINES (KL)

SR 705	KL5	KL41	SN 103	KL9	KL7	KL3	KL1	KL64	KL62	*Super Constellation ▲DC-6A ◆DC-3	KL61	KL63	KL65	KL2	KL2	KL8	KL4	SN 104	KL42	KL6	SR 704
② ③④ ⑤⑥	② ③④ ⑤⑥	② ③④ ⑤⑥	② ③④ ⑤⑥	④⑤	①	② ③④ ⑤⑥	② ③④ ⑤⑥	⑦	②⑤	Read Down Read Up	③	⑤	①	② ③④ ⑤⑥	① ②③ ④⑤	④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥
									1130 2330 ① ↓	Lv NEW YORK.....Ar -- MONTREAL.....Lv -- MONTREAL.....Ar	16*5016*1509*45 15*0014*3008*00 14*0013*3007*00										
									0555 1745 0655 1845 1000 2145	Ar GLASGOW.....Lv Lv GLASGOW.....Ar Ar AMSTERDAM.....Lv	03*4503*4521*15 0215 0215 1945 0100 0100 1830										
0340 ↓ 0610 ↓ 0640 ↓ 0715	0350 ↓ 0635	1440 ↓ 1645	0345 ↓ 0445	2030 2130	1730 1830	1600 1700	0415 0515			Lv AMSTERDAM.....Ar Ar LONDON (North).....Lv Ar BRUSSELS.....Lv Ar PARIS (ORLY).....Lv				0315 0235 0025 2345	1120 0830 2120 1830			0250 0145	2105 1900	0245 ① ②③ ④⑤ 2350	0300 ① ②③ ④⑤ 2350 2310
										Ar COPENHAGEN.....Lv Ar BASLE.....Lv				APR. 11-18	FROM APR. 21						
										Lv BASLE.....Ar Ar ZURICH.....Lv											

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.

▲ - No local traffic.

LANICA AIRLINES (NI)

401 C-46 2	403 C-46 6	411 DC-4 1-5	DC-4	410 DC-4 2-6	402 C-46 1	404 C-46 5
0500	0500	0700	Read Down Read Up	1920	1130	1130
0915	0915	1000	Lv MIAMI.....Ar Ar MANAGUA.....Lv	1320	0500	0500

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ④	615 ②⑥	C-46	616 ①③⑤
0700	0600	Read Down Read Up	1400
0810	↓	Lv MIAMI.....Ar Ar HAVANA.....Lv Lv HAVANA.....Ar	↑
0845	0810	Ar GRAND CAYMAN.....Lv	
↓	0900	Lv GRAND CAYMAN.....Ar	
1230	1130	Ar SAN JOSE, C.R.....Lv	0700

LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar	074 DC-3 Ex ⑥	074 DC-3 ⑥	080 L Ex ⑥	080 L ⑥	065 DC-3 Ex ⑥	065 DC-3 ⑥	065 DC-3 ⑦	069 DC-3 Ex ⑥	069 DC-3 ⑥	047 L Ex ⑥	047 L ⑥	047 L ⑦	043 DC-3 Ex ⑥	043 DC-3 ⑥	043 DC-3 ⑦	045 DC-3 Ex ⑥	045 DC-3 ⑥	045 DC-3 ⑦	061 DC-3 Ex ⑥	061 DC-3 ⑥
Read Down																				
STOCKHOLM.....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945
SUNDSVALL/HARNOSAND.....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING.....Ar			1335	1145	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
JONKOPING.....Ar					1310	1110	1255	1310	1050	1220	1020	1205	↓	↓	↓	↓	↓	↓	↓	↓
VAXJO.....Ar					1330	1110	↓	1310	1050	1235	1035	1220	↓	↓	↓	↓	↓	↓	↓	↓
VAXJO.....Lv					1405	1145	↓	1405	1145	1300	1100	1245	↓	↓	↓	↓	↓	↓	↓	↓
RONNEBY.....Ar													1250	1100	1230	↓	↓	↓	↓	↓
RINKABY.....Ar													1320	1120	1250	↓	↓	↓	↓	↓
RINKABY.....Lv													1350	1150	1320	↓	↓	↓	↓	↓
MALMO.....Ar																1310	1050	1255	↓	↓
LIDKOPING.....Ar																			1230	1045
LIDKOPING.....Lv																				
GOTHENBURG.....Ar																				
KARLSTAD.....Ar																				
HULTSPRED.....Ar																				

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LUFTHANSA GERMAN AIRLINES

LH041 Super "H"	SN/ LH244 DC-6A	SN/ LH244 DC-6A	LH041 Super "H"	U.S.A. - EUROPE	LH/ SN245 DC-6A	LH/ SN245 DC-6A	LH040 Super "H"	LH040 Super "H"
②	③	④	⑤	Read Down Read Up	③	④	⑤	⑦
2300*	2300*	2300*	2300*	Lv NEW YORK.....Ar	1435*	1435*	0900*	0900*
↓	↓	1550	↓	Ar MANCHESTER.....Lv	0200	0200	↑	↑
1835	1835	1650	↓	Lv MANCHESTER.....Ar	2350	2350	↑	↑
2100	2100	1935	↓	Lv BRUSSELS.....Ar	2230	2230	↑	↑
2220	2220	2100	↓	Lv BRUSSELS.....Ar				
1730	1730	2220	↓	Ar FRANKFURT.....Lv				

*Until April 24, 1960 one hour earlier

LH030 DC-3	LH032 Viking	ENGLAND	LH033 Viking	LH031 DC-3
EX ⑦	EX ⑦	Read Down Read Up	EX ⑦	EX ⑦
2145	2240	Lv FRANKFURT.....Ar	0750	0845
↓	2340	Ar DUSSELDORF.....Lv	0650	↑
2245	0030	Lv DUSSELDORF.....Ar	0615	0745
2330	↓	Lv COLOGNE/BONN.....Lv	↑	0700
0205*	0240*	Ar COLOGNE/BONN.....Ar	0405*	0445*
		Lv LONDON.....Lv		

*Until April 9, 1960 one hour earlier

LH038 Viking	ITALY	LH039 Viking
② ③ ④	② ③ ④	② ③ ④
1000	Lv FRANKFURT.....Ar	2030
↓	Ar STUTTGART.....Lv	1950
1440	Lv STUTTGART.....Ar	1910
	Ar MILAN.....Lv	1520

LH020 DC-3	LH022 Viking	LH030 DC-3	LH032 Viking	INTRA - GERMAN SERVICES	LH033 Viking	LH031 DC-3	LH039 Viking	LH021 DC-3
EX ⑦	EX ⑦	EX ⑦	EX ⑦	Read Down Read Up	EX ①	EX ①	⑤ ⑥	EX ⑦
1630				Lv HAMBURG.....Ar				0040
↓				Ar HANOVER.....Lv				①
1715				Lv HANOVER.....Ar				①
1745				Ar BREMEN.....Lv				
↓				Lv BREMEN.....Ar				
1900				Ar FRANKFURT.....Lv				
1945				Lv FRANKFURT.....Ar	0750	0845	2030	2300
↓				Ar STUTTGART.....Lv	↑	↑	1950	2050
2045				Lv STUTTGART.....Ar				
↓				Ar MUNICH.....Lv				
2100				Lv MUNICH.....Ar				
				Ar NUREMBERG.....Lv				
				Lv NUREMBERG.....Ar	0745			
				Ar COLOGNE/BONN.....Lv				
				Lv COLOGNE/BONN.....Ar				
				Ar DUSSELDORF.....Lv	0650			1940
				Lv DUSSELDORF.....Ar				1850
				Ar HANOVER.....Lv				1730
				Lv HANOVER.....Ar				1700
				Ar FRANKFURT.....Lv				1530

① - Optional Landing

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT	782 ALT	784 ALT	DC-3	785
④	④	⑥	Read Down Read Up	⑥
0500	0500	0500	Lv PERTH.....Ar	2345
0645	0645	↓	Ar GERALDTON.....Lv	↑
0705	0705	↓	Lv GERALDTON.....Ar	
0900	0900	↓	Ar CARNARVON.....Lv	
0920	0920	↓	Lv CARNARVON.....Ar	
↓	↓	↓	Ar MORAWA.....Lv	
1125	1125	0715	Lv MORAWA.....Ar	
1200	1200	0735	Ar YALGOO.....Lv	
1300	1250	0825	Lv YALGOO.....Ar	
1350	1340	0845	Ar MT. MAGNET.....Lv	
1420	1410	1050	Lv MT. MAGNET.....Ar	
1450	1450	1120	Ar WILUNA.....Lv	
1500	1500	↓	Lv WITTENON.....Ar	
1550	1540	↓	Ar ONSLOW.....Lv	
1610	1600	↓	Lv ONSLOW.....Ar	
↓	↓	↓	Ar ROEBOURNE.....Lv	
1720	1710	1220	Lv PT. HEDLAND.....Ar	
1815	1805	1240	Ar PT. HEDLAND.....Lv	
		↓	Lv DE GREY.....Ar	
		↓	Ar PARDON.....Lv	
		↓	Lv WALLAL.....Ar	
		↓	Ar MANDORA.....Lv	
		↓	Lv ANNA PLAINS.....Ar	
		↓	Ar BROOME.....Lv	
		↓	Lv DERBY.....Ar	0700

LINEA AEROPOSTAL VENEZOLANA (LV)

262	C-46	263
Read Down	Read Up	Read Up
0600	Lv CARACAS, Maiquetia Ar	1500
↓	Ar KINGSTON, Palisadoes Lv	x1115
1300	Lv Kingston, Palisadoes Ar	x1015
	Ar MIAMI, International Lv	0700

MALAYAN AIRWAYS (MAL)

122	106	DC-3	119
Read Down	Read Up	Read Up	Read Up
0425	0455	Lv SINGAPORE.....Ar	0330
0600	↓	Ar KUALA LUMPUR.....Lv	0200
	0700	Lv IPOH.....Ar	
	0730	Lv IPOH.....Ar	
	0810	Ar PENANG.....Ar	

MARITIME CENTRAL AIRWAYS (MAR)

25 M	DC-3	C-46	DC-4
④			
1000	Lv MONCTON.....Ar		
1230	Ar STEPHENVILLE.....Lv		
1300	Lv STEPHENVILLE.....Ar		
1430	Ar GOOSE BAY.....Ar		

MIDDLE EAST AIRLINES (MEA)

720	616	618	774	770	York	771	775	615	721	617
③	③	⑤	⑦	⑥	Read Down Read Up	⑥	⑦	②	③	④
0300	0300				Lv LONDON.....Ar			2200		2200
0920	0920				Ar ROME.....Lv			1700		1700
1020	1020				Lv ROME.....Ar			1600		1600
1820	1820				Ar BEIRUT.....Lv			1000		1000
0200					Lv BEIRUT.....Ar					
↓					Ar BAGHDAD.....Lv					
0715					Lv BAGHDAD.....Ar					
					Ar KUWAIT.....Lv					
					Lv DHAKRA.....Ar					
					Ar DHAKRA.....Lv					
					Ar DOHA.....Ar					
					Lv DOHA.....Lv					
					Ar BAHRAIN.....Ar					
					Lv TEHRAN.....Lv					

615/616 Temporarily Suspended

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

525 C-54 #Ex. ⑦ ①	527 DC-6ADC-6A #Ex. ⑥	581 #Ex. ⑥	529 C-54 #Ex. ①	DC-6A Combination C-54	530 C-54 #Ex. ⑦	580 DC-6ADC-6A #Ex. ⑥	528 DC-6ADC-6A #Ex. ⑥	526 C-54 #Ex. ⑥ ⑦
1015 1325 1410	2330		0030 0340 0440 0511 0630	Read Down Lv NEW YORK (IDL).....Ar Ar DETROIT (DTW).....Lv Lv DETROIT.....Ar Ar CHICAGO (MDW).....Lv Lv CHICAGO.....Ar Ar MILWAUKEE.....Lv Lv MILWAUKEE.....Ar Ar MADISON.....Lv Lv MADISON.....Ar Ar MINNEAPOLIS.....Lv Lv MINNEAPOLIS.....Ar Ar SPOKANE.....Lv Lv SPOKANE.....Ar Ar PORTLAND.....Lv Lv PORTLAND.....Ar Ar SEATTLE.....Lv Lv SEATTLE.....Ar Ar ANCHORAGE.....Lv	1710 1240 1140 1055 1011 0830 0710 2210 2130 2030		1920 1710 1640 1425 1401 1325 1310 1200	0524 0245 0130 2310 2211 2030
1445 1525 1715	0250 0240 0425		0835 1030 1515 1600 1725					
			0115 0455			1530 0800		

989 ③	987 ②	985 ⑦	983 ⑥	981 ⑤	DC-6A Combination	980 ①	982 ②	984 ④	986 ⑤	988 ⑦
2000 2340 0040 1150	2000 2340 0040 1150	2000 2340 0040 1150	2000 2340 0040 1150	2000 2340 0040 1150	Read Down Lv SEATTLE.....Ar Ar ANCHORAGE.....Lv Ar ANCHORAGE.....Ar Ar TOKYO.....Lv	0010 0010 2230	0010 0010 2230	0010 0010 2230	0010 0010 2230	0010 0010 2230

PACIFIC NORTHERN AIRLINES (PN)

3 ② ③ ④ ⑤ ⑥ ⑦	3 ① ② ③ ④ ⑤	5 X	1B ② ④ ⑤	1A ① ⑤	1 ③ ⑦	Lockheed Constellation Speedpak	2 ① ② ④ ⑥	2A ⑤	2B ③ ⑦	4 X	4 ① ② ③ ④ ⑤ ⑥ ⑦	6 ② ③ ④ ⑤ ⑥ ⑦
0120 ↓ 0500	2340 0030		0830 ↓ 1210	0730 1010 1155 1300 1430	0730 1010 1155 ↓ 1320	Read Down Lv PORTLAND.....Ar Ar SEATTLE - TAKOMA.....Lv Lv SEATTLE - TAKOMA.....Ar Ar KETCHIKAN (Annette Is.).....Lv Ar JUNEAU.....Lv Ar YAKUTAT.....Lv Ar CORDOVA.....Lv Ar ANCHORAGE.....Lv	1715 1445 1300 0820 0700	1715 1445 1300 F 0820 0700	1715 1445 1300 1000 ↑ 0700	2125 ↑ 1400	2250 2200	0500 ↑ 1235

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	C-54	392 ⑥
1200 1735 PG ① 0930 1640 0930 1330 1400 1510 1610 1700	Read Down Lv MIAMI.....Ar Ar PANAMA CITY.....Lv Lv PANAMA CITY.....Ar Ar LIMA.....Lv Lv LIMA.....Ar Ar ARICA Lv ARICA Ar LA PAZ Lv LA PAZ Ar COCHABAMBA	1505 0930 PG ⑤ 1645 0930

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

678 C-54 ⑦ ① ② ③	162 C-54 ⑤ ⑥	160 #Ex. ①	DC-7F	161 ① ② ④ ⑦	161 ⑤ ⑥	679 C-54 ① ② ③ ④	163 C-54 ④ ⑤
			Read Down 0300 Lv NEW YORK.....Ar 1750 Ar SHANNON.....Lv 0300 1820 Lv SHANNON.....Ar 0650 Ar PARIS.....Lv 2000 Ar LONDON.....Lv 2130 Lv LONDON.....Ar Ar AMSTERDAM.....Lv Lv AMSTERDAM.....Ar Ar FRANKFURT.....Lv Lv FRANKFURT.....Ar 0230 Ar STUTTGART.....Lv 0310 Lv STUTTGART.....Ar 0400 Ar MUNICH.....Lv 0450 Lv BERLIN.....Ar 0940 Ar BERLIN.....Lv Ar HAMBURG.....Lv	0810 0250 0120 2330 2210 2150 2120 2000 1900 1815 1745 1700 1630	0910 0250 0120 2330 2210 2150 2120 2000 1960 1815 1745 1700 1630		0015 2200 1640 1500 1340 1230

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	Eastbound	Westbound	Minimum Transatlantic Load
BOSTON	Lv #Ex Mo 0455	Ar Mo Tu Th Su 0720	400 kg
GANDER	Ar #Ex Mo 0810	Lv Mo Tu Th Su 0625	
SHANNON		Lv Mo Tu Th Su 0205	400 kg
BRUSSELS	Ar #Ex Mo 2350		400 kg
AMSTERDAM	Ar #Ex Mo 2350		400 kg
DUSSELDORF	Ar #Ex Mo 2359		400 kg
VIENNA	Ar #Ex Tu 0640	Lv #Ex Tu 1500	800 kg

PAA-U.S.-PACIFIC

879 B-377 ⑥	879 B-377 ③ ⑤	DC-4	878 B-377 ③	878 B-377 ① ⑥
1200 2245 0230 1300 1400 2155	1200 2000 2359 0730 0900 1430	Read Down Lv SAN FRANCISCO Ar Lv LOS ANGELES.....Ar Ar HONOLULU.....Lv Lv HONOLULU.....Ar Ar WAKE ISLAND.....Lv Lv WAKE ISLAND.....Ar Ar GUAM ISLAND.....Lv Lv GUAM ISLAND.....Ar Ar TOKYO.....Lv	1640 0200 2315 0905 0805 1900	0900 2130 1735 0630 0530 1900

PAA-U.S.A.-LATIN AMERICA

323 EX 7 1	303 2	353 # EX 5	301 1 2 4	339 # EX 5	C-54	Read Down	Read Up	302 ① 2 4	302 ① 2 4	304 2 4 5	342 6	324 7	354 # EX 3 5	322 3 4 5 6	344 2 3	344 6
2330	1100	0530 0835	2345	2130	Lv NEW YORK.....Ar	0550	0550	↑	↑	1445	1220	1150	1305 1000	1220 f 0745	2120	0120
↓ 0535	↓		↓ 0830	↓	Lv MIAMI.....Ar	2300	2300	↑	↑	↑	↑	↑			↑	↑
↓ 1045	↓		↓ 0945	↓ 0450	Lv KINGSTON.....Lv	①	③	f	f	f	f	f				
↓ 1400	↓ 1820	Flagstops to Montego Bay	↓ 1145		Ar PORT AU PRINCE...Lv	1830	1500	f	f	0630	0600	1830			1530	1930
	↓ 1900				Ar SAN JUAN.....Lv			f	f			↑				
					Lv SAN JUAN.....Ar											
					Ar CARACAS.....Lv											
					Lv CARACAS.....Ar											
					Ar PORT OF SPAIN...Lv							1530				
					Ar GEORGETOWN.....Lv											
					Ar PARAMARIBO.....Lv											
					Ar CAYENNE.....Lv											
					Ar BELEM.....Lv					0300						
					Lv BELEM.....Ar					0205						
					Ar RIO DE JANEIRO...Lv					1845						
					Lv RIO DE JANEIRO...Ar					1715						
					Ar SAO PAULO.....Lv					f						
					Ar MONTEVIDEO.....Lv					f						
					Ar BUENOS AIRES....Lv					1115						

[illegible]

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

REAL-AEROVIAS-NACIONAL

C-1708 1 4 6	C-1706 2 5 7	C-1704 3 6 8	C-1702 4 7 9	C-1700 5 8 0	Read Down	Read Up	C-1701 3 6 8	C-1703 4 7 9	C-1705 1 4 6	C-1707 2 5 7	C-1709 3 6 8
1200	0600	0500	0600	0600	Lv SAO PAULO.....Ar		1645	1345	1520	1830	1815
1320	0620	0620	0600	0600	Ar RIO DE JANEIRO.....Lv		1420	1200	1400	1300	
1430	0745	0745	0745	0745	Lv RIO DE JANEIRO.....Ar		1500	1200	1300		
1545	0830	0830	0830	0830	Ar BELO HORIZONTE.....Lv		1420	1120	1300		
					Lv BELO HORIZONTE.....Ar						
					Ar CARAVELAS.....Lv						
					Lv CARAVELAS.....Ar						
					Ar SALVADOR.....Lv		1100	0800	0900	1330	
					Lv SALVADOR.....Ar		1010	0710	0805		
					Ar MACETO.....Lv			0500	0630		
					Lv MACETO.....Ar				0545		
					Ar RECIFE.....Lv		0800		0500		
					Lv RECIFE.....Ar		0715				
					Ar FORTALEZA.....Lv		0500				
					Lv FORTALEZA.....Ar		1715				
					Ar SAO LUIZ.....Lv		1445				
					Lv SAO LUIZ.....Ar		1400				
					Ar BELEM.....Lv		1200				

C-1800 7	Read Down	Read Up	C-1801 4
0600	Lv SAO PAULO.....Ar		1600
0900	Ar GOIANIA.....Lv		1300
0945	Lv GOIANIA.....Ar		1200
1315	Ar CAROLINA.....Lv		0830
1415	Lv CAROLINA.....Ar		0720
1625	Ar BELEM.....Lv		0500
0500	Lv BELEM.....Ar		1430
	Ar PARAMARIBO.....Lv		1115
	Lv PARAMARIBO.....Ar		1015
1130	Ar PORT OF SPAIN.....Lv		0730
1300	Lv PORT OF SPAIN.....Ar		1630
1630	Ar SAN JUAN.....Lv		1300
0830	Lv SAN JUAN.....Ar		1200
	Ar PORT AU PRINCE.....Lv		0900
	Lv PORT AU PRINCE.....Ar		0730
1400	Ar MIAMI.....Lv		0400

C-1001 3 7	C-1173 5	C-1171 2	C-1250 1 4	Read Down	Read Up	C-1251 3 6	C-1170 2	C-1172 5	C-1000 1 4
1200	0600	0600	1200	Lv SAO PAULO.....Ar		1915	1910	1350	1000
	0910	0910	1510	Ar CAMPO GRANDE.....Lv			1600	1040	
		1040	0800	Lv CAMPO GRANDE.....Ar		1520			
		1200		Ar CORUMBA.....Lv		1445	1400		
			1000	Lv CORUMBA.....Ar		1345			
				Ar CUIABA.....Lv		1215			
				Lv CUIABA.....Ar		1130			
				Ar MAMAU.....Lv		0600			
				Ar PORTO ALEGRE.....Lv					0700
1500			1615						

C-1600 1 5	Read Down	Read Up	C-1601 2 6
0600	Lv SAO PAULO.....Ar		1600
0900	Ar GOIANIA.....Lv		1300
0945	Lv GOIANIA.....Ar		1200
1315	Ar CAROLINA.....Lv		0830
1415	Lv CAROLINA.....Ar		0720
1625	Ar BELEM.....Lv		0500

RIDDLE AIRLINES (RD)

201 #Ex. 7	601 #Ex. 7 1	301 #	403 #Ex. 7 6	451 #Ex. 7 1	401 #Ex. 6	207 #Ex. 7 1	205 #	C-46	302 #	204 #	208 #Ex. 6 7	404 #Ex. 6 7	402 #Ex. 6	452 #Ex. 7 6	600 #Ex. 6 7	202 #Ex. 7
2330	1030					0200	2350	Read Down								
						0307		Lv NEW YORK.....Ar		0447	0516				0600	1935
						0352		Ar PHILADELPHIA.....Lv			0432					
								Lv PHILADELPHIA.....Ar			0347					
								Lv CHICAGO.....Ar				0300	0427			
								Lv DETROIT.....Ar						0647		
								Ar CLEVELAND.....Lv						0600		
								Lv CLEVELAND.....Ar						0515		
								Ar ATLANTA.....Lv						0210		
								Lv ATLANTA.....Ar						0117		
								Ar ORLANDO.....Lv						2250		
								Lv ORLANDO.....Ar						2150		
								Ar TAMPA.....Lv								
								Ar WEST PALM BEACH.....Lv								
								Lv WEST PALM BEACH.....Ar								
								Ar MIAMI.....Lv								
								Lv MIAMI.....Ar								
								Ar SAN JUAN.....Lv								
									1135						2300	
									0720							

RUTAS AEREAS NACIONALES (RANSA)

③			①			④			②			⑤			⑦			Read Down			C-46; C-47			Read Up			②			⑤			⑦			①			④			③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv	MIAMI, International.....	Ar	1415	1800	2045	1900	1200	1100	1800	1400	0415	1800	1415																						
2300	0445	0305	0100	0445	0350	0730	0445	0305	--	BARCELONA, Muntadas.....	Lv																																	
2345	0530	0350	0145	0530	0350	0815	0530	0350	Ar	BARCELONA, Muntadas.....	Ar																																	
F	F	F	0545	F	F	F	F	F	Lv	KINGSTON, Palisadoes.....																																		
									Lv	KINGSTON, Palisadoes.....																																		
									--	ARUBA.....																																		
									Ar	MARACAIBO, Gr. De Oro.....	Lv								0800																									
									--	MARACAIBO, Gr. De Oro I.....																																		
									Ar	CARACAS, Maiquetia.....	Lv	1000	1145	1430	1000	1145			1000	1145	0800																							

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SABENA BELGIAN AIRLINES (SAB)

SN- 247 C-47	SN- 247 C-47	LH- 244 DC- 6A	SN- 242 DC- 6A	C- 207 C-47	C- 207 C-47	SN- 213 C-47			LH- 245 DC- 6A	SN- 241 DC- 5A	SN- 248 C-47	SN- 248 C-47	SN- 218 C-47	SN- 208 C-47	SN- 208 C-47
③	①⑤	④⑤	②③	⑥	③	①⑤	Read Down	Read Up	②③	⑤⑥	①⑤	③	①⑤	③	⑥
0820	0820	2100	1910	1330	1545	1320	Lv BRUSSELS	Ar	2350	0020	2025	2025	2005	2230	2005
↓	↓	↓	↓	↓	↓	↓	Ar COLOGNE	Lv	↑	↑	↑	↑	1850	2115	1850
↓	↓	↓	↓	↓	↓	↓	Lv COLOGNE	Ar	↑	↑	↑	↑	1820	2035	1820
↓	↓	↓	↓	↓	↓	↓	Ar NUREMBERG	Lv	↑	↑	↑	↑	1640	↑	↑
↓	↓	↓	↓	↓	↓	↓	Lv NUREMBERG	Ar	↑	↑	↑	↑	↑	↑	↑
↓	↓	↓	↓	↓	↓	↓	Lv STUTTGART	Lv	↑	↑	↑	↑	↑	↑	↑
↓	↓	↓	↓	↓	↓	↓	Lv STUTTGART	Ar	↑	↑	↑	↑	↑	↑	↑
↓	↓	↓	↓	↓	↓	↓	Ar MILAN	Lv	↑	↑	↑	↑	↑	↑	↑
↓	↓	↓	↓	↓	↓	↓	Ar FRANKFURT	Lv	↑	↑	↑	↑	↑	↑	↑
1345	1345	2220	2030	1545	1800	1540			2230	0140	1445	1445			

LE-097 DC-4 ②	LE-105 DC-4 ④	LE-099 DC-4 ⑥	LE-103 DC-4 ⑦			LE-098 DC-4 ②	LE-106 DC-4 ④	LE-100 DC-4 ⑥	LE-104 DC-4 ⑦	SN-245 DC-6A ③	SN-245 DC-6A ④	DC-6A		SN-244 DC-6ADC-6A ⑤	SN-244 DC-6ADC-6A ⑥
				Read Down	Read Up							Read Down	Read Up		
0130	0130	0130	0130	Lv BEIRUT.....	Ar	1130	1800	1130	1835	0200	0200	Lv BRUSSELS.....	Ar	1935	1835
				Ar TEHRAN.....	Lv					0340	0340	Ar SHANNON.....	Lv		X
				Lv TEHRAN.....	Ar					0430	0430	Ar SHANNON.....	Ar		
0700	0700	0700	0700	Ar KUWAIT.....	Lv	0800	1430	0800	1505			Ar MANCHESTER.....	Ar	1650	
	0800		0800	Lv KUWAIT.....	Lv				1405			Lv MANCHESTER.....	Lv	1550	
				Ar DHARRAN.....	Lv		1330			0920	0920	Ar GANDER.....	Lv		X
				Lv DHARRAN.....	Lv		1255			1010	1010	Lv GANDER.....	Ar		
	1035			Ar DHARRAN.....	Ar		1155			1335	1335	Ar NEW YORK.....	Ar	2200	2200
				Lv BAHRAIN.....	Lv		1135								
				Ar BAHRAIN.....	Ar										
			1055	Lv DOHA.....	Lv				1330						
									1230						
									1155						

No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran
No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain.
No Local Traffic Between Kuwait and Bahrain in Either Direction.

SN 101 C-47 Daily ex Su		SN 102 C-47 Daily ex Mo
	Read Down Read Up	
2110	Lv BRUSSELS.....Ar	0100
2245	Ar PARIS.....Lv	2335

LE 111 DC-6 ③	LE125 DC-6 ④	PS 203 DC-4 ⑤	PS 211 DC-6A ⑥	LE 109 DC-6 ⑦	LE119 DC-6 ①	Read Down		Read Up	PS 210 DC-6A ②	LE 120 DC-6 ①	LE 110 DC-6 ②	PS 202 DC-4 ③	LE 126 DC-6 ④	LE 112 DC-6 ⑤
1155			1400	1155		Lv BRUSSELS.....Ar			0145		0945			0945
1255			↓	1255		Ar PARIS.....Lv			↑		0830			0830
1340			↓	1340		Lv PARIS.....Ar			↑		0745			0745
			1540			Ar BASEL.....Lv			2359					
			↓			Lv BASEL.....Ar			2140					
			1800			Ar MILAN.....Lv					0530			0530
1555			↓	1555		Lv MILAN.....Ar			↑		0445			0445
1640			↓	1640		Ar ATHENS.....Lv			1800					
			1940			Lv ATHENS.....Ar			(x)		↑			↑
			(x)			Ar BEIRUT.....Lv			1710		2300			2300
			2040			Lv BEIRUT.....Ar								
			0005			Ar TEHERAN.....Lv			1130		1730			
2359			0030											
	0200	0300	0800		0200					2200		1800	2200	
	0830	0945	0800		0830							1430	1730	

No local traffic between Brussels and Milan and between Paris and Milan.
(x) Technical Landing.

LE 119 DC-6 ①	PS 201 DC-4 ②	LE 125 DC-6 ④	PS 203 DC-4 ⑤	PS 205 DC-4 ⑥	PS 207 DC-4 ⑦	Read Down Read Up		LE 120 DC-6 ②	PS 202 DC-4 ②	LE 126 DC-6 ④	PS 204 DC-4 ⑤	PS206 DC-4 ⑥	PS 203 DC-4 ⑦
0200	0300	0200	0300	0300	0300	Lv	Ar	2200	1800	2200	1800	1800	1800
0830	0945	0830	0945	0945	0945	Ar	Lv	1730	1430	1730	1430	1430	1430

222 DC-4 ④	454 C-47 ②	220 DC-4 ③	DC-4	C-47	231 C-47 ⑤	221 DC-4 P ③	225 DC-4 ③
			Read Down	Read Up			
0530	1100 1210		Lv MATADI.....Ar				
			Ar LEOPOLDVILLE.....Lv				
			Lv LEOPOLDVILLE.....Ar			1345	1235
			Ar KIKWIT.....Lv			1215	
			Lv KIKWIT.....Ar			1130	
			Ar LULUABOURG.....Lv			1100	
	1215		Lv LULUABOURG.....Ar			1000	
			STANLEYVILLE.....Ar		0845		
			-- LODJA.....Lv				
			-- LODJA.....Ar				
			-- KINDU.....Lv				
			-- KINDU.....Ar				
			-- KALIMA.....Lv				
			-- KALIMA.....Ar				
			Ar ALBERTVILLE.....				
			Lv ALBERTVILLE.....				
			Ar BUKAVU.....Lv				
1200			Ar USUMBURA.....Lv			0700	0850
1300			Lv USUMBURA.....Ar				0750
1420	1515		Ar GOMA.....Lv		0630		0700

104 ②③④	205 C-47 ②③				206 C-47 ③④	206 C-47 ⑤	103 C-47 ②③
⑤⑥	④⑤	Read Down		Read Up	⑥		④⑤⑥
145	2200	Lv BRUSSELS Ar			0420	0320	0445
2500	2300	Ar LONDON Lv			0130	0030	
		Ar LONDON Ar					
		Lv AMSTERDAM Lv					0345

464 DC-4	464 DC-3 ⑦ A	DC-4	C-47	485 DC-4 ④	405 DC-3 ②
③		Read Down	Read Up		
0600	Lv	LEOPOLDVILLE.....	Ar		1635
0820	Lv	AR COQUILHATVILLE.....	Lv		1420
0900	Lv	AR COQUILHATVILLE.....	Ar		1335
	Lv	AR BOENDE.....	Lv		
	Lv	AR BOENDE.....	Ar		
	Ar	LIBERGE.....	Lv		
	Ar	LIBERGE.....	Ar		
1135	Ar	STANLEYVILLE.....	Ar		1150
	Ar	BUNIA.....	Lv	0850	
1440				0700	
1630					

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SAM AIRLINES

999 ⑤	888 ⑤	C-46		887 ③	998 ④
		Read Down	Read Up		
0300		Lv MIAMI.....Ar			2000
0800		Ar SAN ANDRES.....Lv			
0900		Lv SAN ANDRES.....Ar			
1115		Ar CARTAGENA.....Lv			
1200	1145	Lv CARTAGENA.....Ar	1445		
	1215	Lv BARRANQUILLA.....Lv	1415	1400	
		Lv BARRANQUILLA.....Ar	1315	1300	
1350	801	Ar MEDELLIN.....Lv	1130		
1450	0600	Lv MEDELLIN.....Ar	1030		
1550	0700	Ar BOGOTA.....Lv	0930	1100	
1645	0800	Lv BOGOTA.....Ar	0830	1000	
1800		Ar CALI.....Lv	0715		
	1200	Ar LETICIA.....Lv		0600	

SCANDINAVIAN AIRLINES (SAS)

006 ①	DC-3		005 ②
	Read Down	Read Up	
2350	Lv COPENHAGEN, Kastrup.....Ar		0625
0245	Ar AMSTERDAM, Schiphol.....Lv		0350

SEABOARD AND WESTERN (SBW)

102 ③	200 ⑦	104 ③	100 ①	204 ⑦	104 ③	100 ①	Read Down Read Up		101 ①	105 ①	101 ②	101 ③	105 ③	103 ④
	# Ex					# Ex								
1200			0600	1000	0330	Lv NEW YORK.....Ar	1155		1155	1155				
			2215	0215	1945	Ar SHANNON.....Lv	0340		0340	0340				
2300		0230	2315	0315	2100	Lv SHANNON.....Ar	0235	0030	0235	0235		0030	0125	
f0040						Ar GLASGOW.....Lv								
			0100		2240	Lv LONDON.....Lv	0045		0045	2330				
			0155		2335	Lv LONDON.....Ar	2345		2345	2230				
						Ar AMSTERDAM.....Lv			2340					
0440						Ar HANNOVER.....Lv								2145
f0555						Ar HAMBURG.....Lv								2005
0700						Ar BRUSSELS.....Lv	2335							1900
			f0355		0135	Ar DUSSELDORF.....Lv	2255		2255					
			f0440		f0215	Ar COLOGNE.....Lv	2245		2245					
			f0445		0300	Ar FRANKFURT.....Lv	2155		2155					
			0520											
			1400		0600	Lv FRANKFURT.....Ar	2120		2120	2120				
			1455		0655	Ar NUREMBERG.....Lv	2025		2025	2025				
			f1600		0800	Ar MUNICH.....Lv	1920		1920	1920				
			1705		f0905	Ar STUTTGART.....Lv	1815		1815	1815				
						Ar PARIS.....Lv		2200					2200	
			0645			Lv PARIS.....Ar							2120	
			0750			Ar GENEVA.....Lv							f2030	
			1100			Ar BASLE.....Lv							f1900	
			f1220			Ar ZURICH.....Lv							1800	
			1300											

* Constellation
 ○ DC-4
 † C-47

SWISSAIR (SR)

726 C-47	728 C-47	704 ①	791 ②	793 ⑤	DC-6A		792 ⑤	790 ⑦	705 ②	729 C-47	727 C-47
		③ ④ ⑤			Read Down	Read Up			③ ④ ⑤		
			2200	2355	Lv NEW YORK.....Ar	0850	2200				
					Ar MANCHESTER.....Lv	2225	1135				
			1800		Lv MANCHESTER.....Ar	2135	1045				
					Ar BASLE.....Lv	1950	0900				
					Lv BASLE.....Ar	1920	0830				
					Ar GENEVA.....Lv						
					Lv GENEVA.....Ar						
					Ar ZURICH.....Lv	1850	0800				
					Lv ZURICH.....Ar		2325				
					Ar GENEVA.....Lv	2235					
1425	1050	2310			Lv ZURICH.....Ar			0715	1320	1715	
		2350			Ar BASLE/MULHOUSE.....Lv			0640			
		0020			Lv BASLE/MULHOUSE.....Ar			0610			
		0300			Ar AMSTERDAM.....Lv			0340			
1540	1145				Ar STUTTGART.....Lv				1230	1625	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL AIR LINES (SA)

525 ② ⑤	801 ⑥	801 ③ ⑤	801 ② ④	801 ①	DC-4		400 ①	800 ② ③ ④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
					Read Down	Read Up							
0700	0600	0615	0400	0600	Lv NEW ORLEANS.....Ar	2030	1845	2110	1900	1800	1715	1855	
1025	1030	1145	0930	1130	Lv MEXICO.....Ar	↑	↑	1715					
1110	1100	1245	1020	1230	Ar BELIZE.....Lv			1700					
1155	1400	1330	1105	1315	Lv BELIZE.....Ar								
			1220		Ar GUATEMALA.....Lv	1535	1535	1535	1330	1400	1315	1535	
			1315		Lv GUATEMALA.....Ar	1505	1505	1505				1505	
			1340		Ar SAN SALVADOR.....Lv	1420	1315	1420				1420	
			1435		Lv SAN SALVADOR.....Ar	1400	1400	1400				1400	
			1500		Ar TEGUCIGALPA.....Lv	1315	1315	1315				1315	
			1610		Lv TEGUCIGALPA.....Ar	1300	1300	1300				1300	
					Ar MANAGUA.....Lv	1205	1205	1205				1205	
					Lv MANAGUA.....Ar	1145	1145	1145				1145	
					Ar SAN JOSE.....Lv	1035	1035	1035				1035	

TRANS-AUSTRALIA AIRLINES (TAA)

1915 ② ⑤	1921 ③	1913 ② ③ ④	1909 ② ③ ④ ⑤	1911 ①	DC-3		1910 ② ③ ④ ⑤	1912 ⑥ ⑦	1922 ③	1916 ② ⑤
					Read Down	Read Up				
1340	1300	0300	0145	0145	Lv MELBOURNE.....Ar	0735	0925	1610	2105	
1540			0345	0345	Lv WYNARD.....Ar					
1640				0445	Lv WYNARD.....Lv					
1725	1530	0530		0530	Lv DEVONPORT.....Ar	0530	0645	1730	1825	
					Lv LAUNCESTON.....Ar					
					Lv LAUNCESTON.....Lv					
					Lv ROBERT.....Ar					

TRANS WORLD AIRLINES (TW)

597 049 # EX	595 # EX	599 # EX	Constellation L-1049H		592 # EX	598 # EX	596 049 # EX
⑦ ①	⑥ ⑦	⑥ ⑦	Read Down	Read Up	⑥ ⑦	⑥ ⑦	⑥ ⑦
0030 ↓	2100 ↓	2330	Lv NEW YORK (IDL).....Ar	1751	1942		0343
0215	2209		Lv NEW YORK (LGA).....Ar				
0351	2340		Lv PHILADELPHIA.....Lv		1900		
0445			Lv PHILADELPHIA.....Ar		1715		
			Lv PITTSBURGH.....Lv	1620			
			Lv PITTSBURGH.....Ar	1518			
			Lv COLUMBUS.....Lv		1540		
0602			Lv COLUMBUS.....Ar		1453		
0655			Ar DAYTON.....Lv				
0727			Lv DAYTON.....Ar				
0815			Ar CINCINNATI.....Lv				
			Lv CINCINNATI.....Ar				
	0150	0206	Ar CHICAGO.....Lv	1235	1230	2350	
0759	0310	0320	Lv CHICAGO.....Ar	1132	0808	2251	
0850			Ar INDIANAPOLIS.....Lv				
1008			Lv INDIANAPOLIS.....Ar				
1055			Ar ST. LOUIS.....Lv	1020			
1215			Lv ST. LOUIS.....Ar	0919			
			Ar KANSAS CITY.....Lv	0815	0625	2100	
			Lv KANSAS CITY.....Ar	0702	0525		
	0830		Lv PHOENIX.....Lv		2230		
		0913	Ar LOS ANGELES.....Lv				
			Lv SAN FRANCISCO.....Ar	2330			

TRANS-CANADA (TCA)

909 ① ④ ⑤	North Star		910 ① ④ ⑤
	Read Down	Read Up	
2100	Lv MONTREAL.....Ar	A1455	
2255	Ar TORONTO.....Lv	A1315	
2355	Lv TORONTO.....Ar	1155	
0350	Ar WINNIPEG.....Lv	0650	
0435	Lv WINNIPEG.....Ar	0605	
	Ar CALGARY.....Lv	0150	
	Ar EDMONTON.....Ar	0120	
0730	Ar EDMONTON.....Lv		
0800	Lv EDMONTON.....Ar		
1015	Ar VANCOUVER.....Lv	2200	

A-Toronto to Montreal section ③④⑤ only.

NEW YORK-ROME

970 ⑥	980 ② ④	L-1049H		981 ⑥	971 ②	981 ③
		Read Down	Read Up			
0230	0230	Lv NEW YORK (IDL).....	Ar	1255	1115	1255
0805	0805	Ar GANDER.....	Lv	0915	0735	0915
0850	0850	Lv GANDER.....	Ar	0835	0655	0835
1905	1905	Lv SHANNON.....	Lv	0330	0150	0330
1950	1950	Ar SHANNON.....	Ar	0245	0105	0245
		Ar LONDON.....	Lv			
		Lv LONDON.....	Ar			
2350		Ar FRANKFURT.....	Lv		2230	
0150		Lv FRANKFURT.....	Ar		2100	
	2315	Ar PARIS.....	Lv	0100		0100
	0015	Lv PARIS.....	Ar	2330		2330
	0015	Ar GENEVA.....	Lv	2205		2205
	0230	Lv GENEVA.....	Ar	2105		2105
		Ar ZURICH.....	Lv	2010	1955	
0255		Lv ZURICH.....	Ar	1855	1855	
0350		Ar MILAN.....	Lv	1745	1745	1955
		Lv MILAN.....	Ar	1615	1615	1825
0600	0435	Ar ROME.....	Lv	1430	1430	1640

TRANS CARIBBEAN AIRWAYS (TRC)

901 ① ③	901 ⑥	DC-4		900 ①	900 ③ ⑤
		Read Down	Read Up		
2400	2200	Lv NEW YORK.....Ar	0500	0700	
0800	0600	Ar SAN JUAN.....Lv	2100	2300	

WHEELER AIRLINES

101 P	C-46	DC-3	102 P
②⑤	Read Down	Read Up	②⑤
0915	Lv VAL D'OR.....Ar	1630	
1225	Ar GREAT WHALE.....Lv	1320	

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46	④	①	②⑤	①	④
					Read Down	Read Up				
1500		1000			Lv ARICA.....Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA..Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA..Ar	0930		1130		
2125		1325			Ar SANTIAGO.....Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO.....Ar	1750		1730	1700	
	1100			1200	Ar BARILOCHE.....Lv	1450				1400
	1145				Lv BARILOCHE.....Ar	1405				
	1750				Ar PUNTA ARENAS..Lv	0900				
			1130		Ar J. FERNANDEZ..Lv			1400		

UNITED AIR LINES (UA)

63 DC-6	97 DC-6A	99 DC-6	61 CVR	97 DC-6A	93 DC-6A	95 DC-6A	DC-6A	DC-6	92 DC-6A	90 DC-6A	92 DC-6A	94 DC-6A	98 DC-6A	96 DC-6	60 CVR	90 DC-6A
#	⑦	#Ex. ⑦①	#Ex. ⑦①	#Ex. ⑥⑦	#Ex. ⑥⑦	#Ex. ⑥⑦	Read Down	Read Up	#Ex. ⑤⑥⑦	#Ex. ⑥⑦	#Ex. ⑦	#Ex. ⑥⑦	#Ex. ⑥⑦	#Ex. ⑦①	#Ex. ⑦①	#Ex. ⑥
	0745			2200			Lv BOSTON.....Ar						0932			
	0845			2243			Ar HARTFORD/SPRINGFIELD..Lv						0850			
		0140		0010			Lv HARTFORD/SPRINGFIELD..Ar						0755			
							Lv NEW YORK (LGA).....Ar						(A)			
							Lv NEW YORK (IDL).....Lv						0710			
							Lv NEW YORK (IDL).....Ar						0540			
							Lv NEWARK.....Ar									
							Ar PHILADELPHIA.....Lv						0500			
							Lv PHILADELPHIA.....Ar						0357			
							Ar CLEVELAND.....Lv						0225			
							Lv CLEVELAND.....Ar						0127			
							Ar DETROIT.....Lv									
							Lv DETROIT.....Ar									
							Ar CHICAGO (MDW).....Lv									
							Lv CHICAGO (MDW).....Ar									
							Ar DENVER.....Lv									
							Lv DENVER.....Ar									
							Ar SALT LAKE CITY.....Lv									
							Lv SALT LAKE CITY.....Ar									
							Ar SAN FRANCISCO.....Lv									
							Lv SAN FRANCISCO.....Ar									
							Ar OAKLAND.....Lv									
							Ar LOS ANGELES (INT'L).....Lv									
							Ar LOS ANGELES (BUR).....Lv									

(A) IDL-BOS portion of 98 cancelled Saturday mornings.

U.A.T. AEROMARITIME (UT-AMA)

VARIG (RG)

966	667	C-46	666	967
⑤	EX ①	Read Down	Read Up	⑥
0612	0300	Lv RIO DE JANEIRO.....Ar	0330	1540
	0430	Ar SAO PAULO.....Lv	0200	
	0500	Lv SAO PAULO.....Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho..Lv	2230	
		-- VITORIA.....		
		-- BELMONTE.....		
		Ar SALVADOR, Ipatanga.....Lv	1040	
		Lv SALVADOR, Ipatanga.....Ar	1010	
		-- ARACAJU, Municipal.....		
		-- PROPRIA.....		
		-- PENEDO.....		
		-- MACEIO, Tab. do Pinto.....		
		Ar RECIFE, Iba. Guar.....Lv	0635	
		Lv RECIFE, Iba. Guar.....Ar	0615	
		-- JOAO PESSOA, Santa Rita.....		
		Ar NATAL, Parnamirim.....Lv	0500	

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Erechim, Florianópolis, União Vitoria, Curitiba and all Varig stations along the Brazilian coast.

DC-4	UT-755	AMA-97	AMA-93	AMA-99	DC-4	DC-6	AMA-98	UT-756	AMA-90	DC-4
⑥	④	①	③	①	NORD 2.502	Read Down	Read Up	②	⑥	⑤
1610	1620				Lv PARIS LE				1000	0040
	1825				BOURGET.....Ar				0755	
	1910				Ar NICE.....Lv				0655	
	0005				Lv NICE.....Ar					1850
	0105				Ar TRIPOLI.....Lv					1750
	0730				Lv TRIPOLI.....Ar					
	0320				Ar PORT-LAMY.....Lv				2225	
	0430				Lv PORT-LAMY.....Ar				2110	
					-- MOUNDOU.....					1800
					Ar N'GAOUNDERE.....					1635
					Lv N'GAOUNDERE.....					1555
					-- BANGUI.....					1355
					Ar DOUALA.....Lv					
					Lv DOUALA.....Ar					
					Ar LIBREVILLE.....					
					Lv LIBREVILLE.....					
					Ar PORT-GENTIL.....					
					-- BRAZZAVILLE.....Lv					
					Ar POINTE-NOIRE.....					

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

- ✕ -Daily
- ✕ -Weekdays (Monday through Saturday)
- ① -Monday
- ② -Tuesday
- ③ -Wednesday
- ④ -Thursday
- ⑤ -Friday
- ⑥ -Saturday
- ⑦ -Sunday
- Ex-Except
- P -Combination Passenger/Cargo
- Flights with Max. Cargo capacity.
- Ar-Arrival
- Lv-Departure
- f -Optional Landing (flag stop)
- X -Technical Landing
- ✕ -Service Temporarily Suspended

MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																					ALL-CARGO							
CARRIER	Boeing Stratocruiser	Boeing 707	Brittania	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-B	Douglas DC-7B
AA.....	--	150	--	--	150	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200
AL.....	--	--	--	--	100	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--
ALITALIA...	--	--	--	--	150	100	--	100	--	75	--	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--
AF.....	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	150	--	--	100	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	--	150	185	--	--	--	--	--
BOAC.....	100	--	75	--	--	--	--	--	--	--	--	75	--	--	68	--	--	--	--	--	--	--	--	--	--	--	--	--
CA.....	--	--	--	--	--	100	100	--	--	--	--	--	--	--	70	--	--	--	--	--	--	150	--	--	--	--	--	--
CO.....	--	150	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	--	75	--	65	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	--	150	185	--	--	--	--	--
DL.....	--	--	--	--	150	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	100	--	--
ELAL.....	--	--	150	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--
FL.....	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--
JAL.....	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--
KLM.....	--	--	--	--	154	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	150	--	100	200	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--
NE.....	--	--	--	--	--	80	--	--	75	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
NO.....	--	--	--	--	150	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	100	--	--	--	--	--	100	--	200	75	--	75	--	--	--	45	--	--	--	--	--	--	--	200	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA.....	100	150	--	--	--	--	100	--	--	75	75	75	--	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--
PI.....	--	--	--	--	--	80	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--
SAB.....	--	150	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--
SAS.....	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--
SO.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	150	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	150	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--
UA.....	--	--	--	--	150	--	--	150	--	150	150	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--
WA.....	--	--	--	--	75	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER
AA.....
AL.....
ASA.....
ALITALIA.....
AF.....
BL.....
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BOAC.....
CA.....
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PI.....
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RID.....
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WC.....

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																					ALL-CARGO							
	Boring Stratocruiser	Boring 707	Britania	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Verol 44	Vickers Viscount	Curtis C-46	Curtis C-48-5	Douglas C-54	Douglas DC-6A	Lockheed Speedport	Lockheed Super Const. 1049-H	Douglas DC-7BF	
AA.....	See U.S. and Canadian City Directory																												
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